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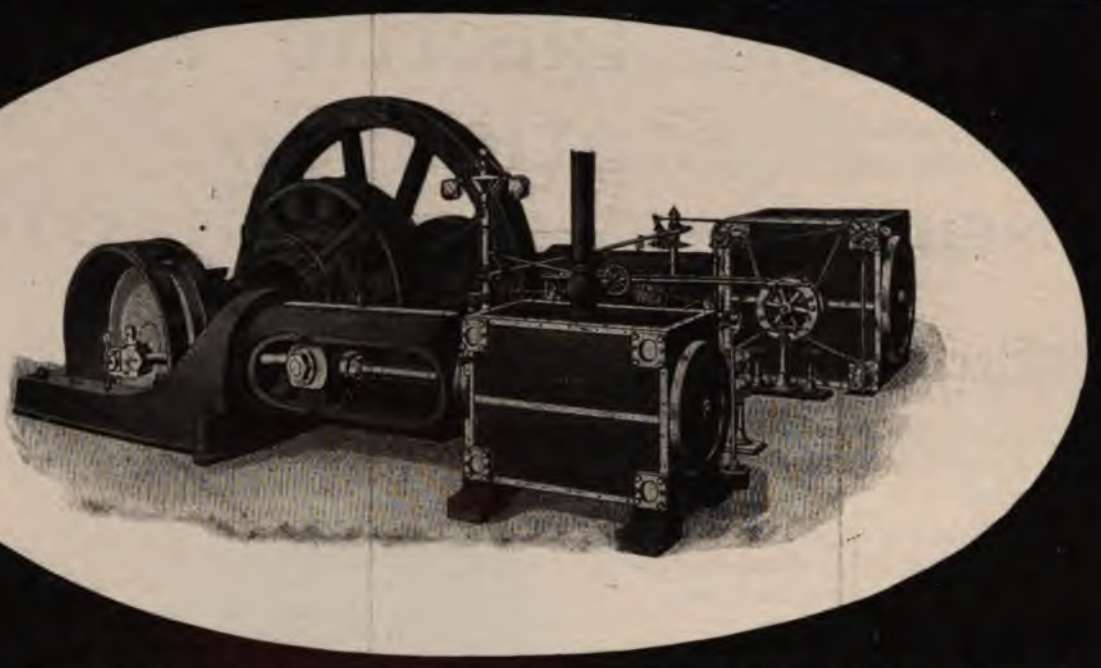

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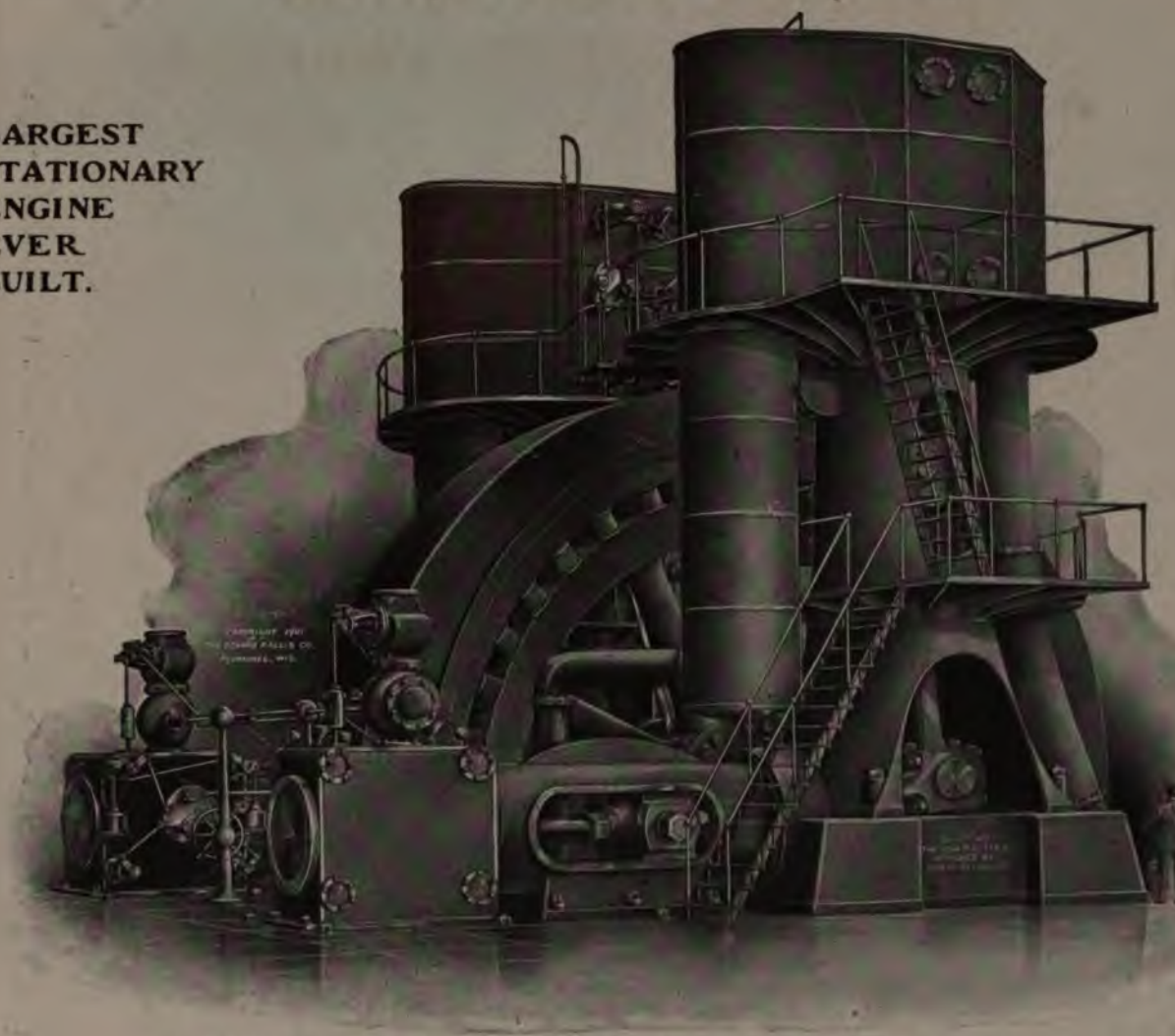

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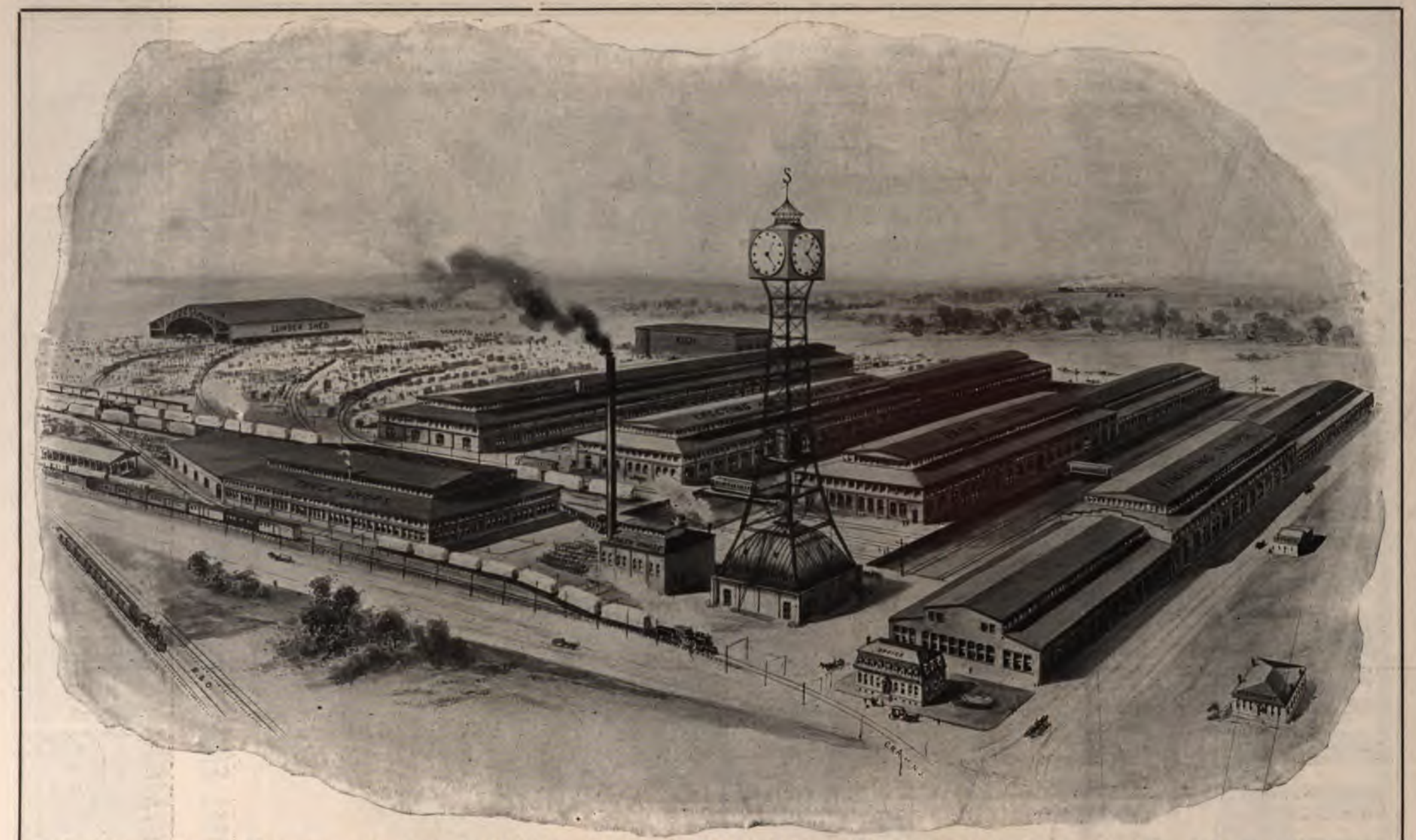

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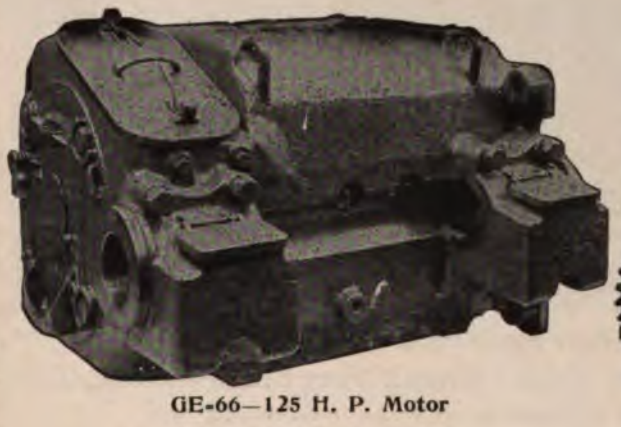

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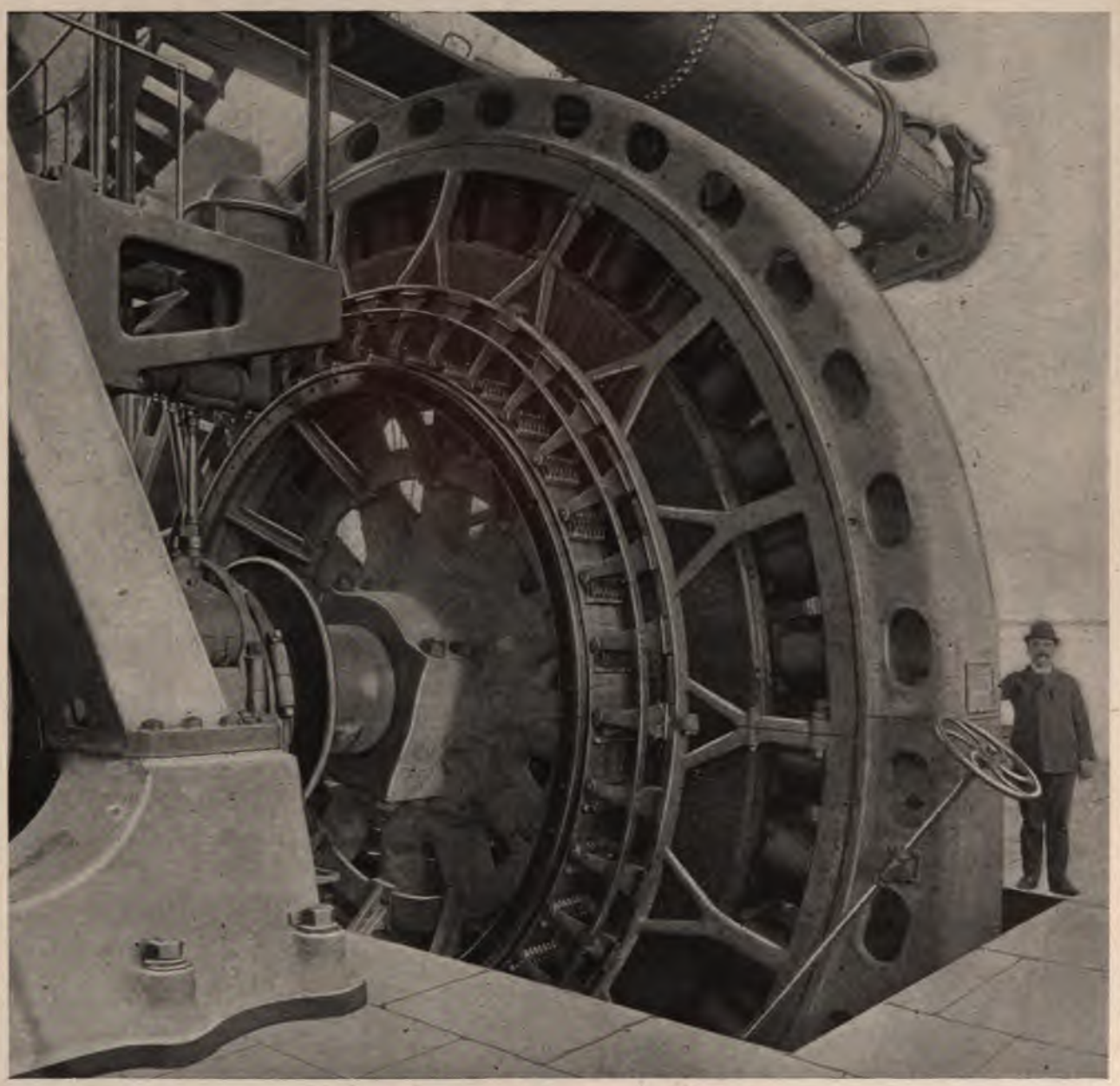

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REVIEW OF THE YEAR.

The prosperous condition of the country during the last year has been reflected in the earnings of the street railway companies of the United States as well as in the number of extensions to existing properties and new roads which have been built. Many of the latter have been of the interurban type, and with the introduction of polyphase apparatus, longer roads have been built and projected than ever before. On many of these, particularly in the Middle West, high speeds are being secured, and some of the later roads are employing the third rail system of traction on the sections built on private right of way. A summary of the earnings of 246 companies, according to our custom, is given below, together with a few words of explanation and comment on the events of greater importance which have occurred on a few of the larger systems during the year.

ATLANTA, GA.

The modern tendency toward the consolidation of all street railways in one city has been exemplified during the past year in the city of Atlanta, where two companies, which for some years have been active rivals for the transportation and lighting business of the city, have been united. Special ordinances were required to permit the carrying out of this plan, but no opposition developed and the consolidated company now controls the transportation, lighting and heating systems of the city.

BOSTON, MASS.

The principal event from the transportation standpoint in Boston during 1901 was the official opening of the elevated railway system which is operated by electricity, and which, in a short time, has come to be regarded as an efficient agent in the transportation facilities of the city. The success of the subway has become so marked that another subway is under construction to East Boston, and plans are under consideration for materially improving the rapid transit system of the city by the construction of other subway routes.

The consolidations of the sub companies of the Massachusetts Electric Companies, initiated soon after the organization of that concern, have been carried forward during the last year, and have resulted in the practical absorption of all the interurban and city lines controlled by these companies into two main companies. The corporate existence of three other sub companies, two street railway and one lighting, has been retained owing to technicalities due to legal requirements in their charters, but the disappearance of all of the other companies marks the final absorption into two main divisions of the extensive system of small roads owned by the Massachusetts Electric Companies.

Many of the lines to the west of Boston, which have not been included in the scheme of the Massachusetts Electric Companies, whose operations have been confined mostly to the territory north and south of the city, have been united under the title of the Boston Suburban Electric Companies, the form of whose organization is very similar to that of the Massachusetts Electric Companies.

BUFFALO, N. Y.

The traffic returns of the street railway system of this city and Niagara Falls are larger than usual owing to the influence of the Pan American Exposition, which was held in that city during the year. The company early made preparations for caring for this urban traffic which, it was found, was attracted to the street railway lines rather than to the steam railroads, which had made elaborate preparations for handling it. The improvements made in track construction and power requirements by the International Traction Co. previous to the Fair, will remain adequate for the requirements of the company for some little time, although Buffalo, with the industrial development of Niagara Falls power, is growing rapidly.

CHICAGO, ILL.

The claim of the city that several important franchises in Chicago expire within a few years has been steadfastly opposed by the street railway companies, which have adopt-

ed a conservative and dignified position during the past year, in spite of political assaults and demands for municipal ownership in one form or another. As this Annual goes to press, there is evidence that a more rational view of the situation will be taken by the advocates of city control, because it is evident that no step of this kind is legally feasible for many years to come without the permission of the companies themselves, and that the enegy directed toward this end will be diverted in the direction of securing a more scientific and desirable system of terminals for the main distributing lines. Whether this will be by means of subways or in some other form, it is impossible yet to say, but the various railway companies interested have signified their willingness to co-operate in any reasonable plan, and there is no doubt that changes could be made in the terminal facilities of the surface lines, patterned possibly after the Union Loop, which would greatly facilitate the entrance and egress of the enormous population morning and evening which is employed in the congested square mile in the center of Chicago.

Just outside of Chicago, work is being completed on one of the most ambitious schemes of high speed electric railroading which has yet been attempted. This is to connect the city with Aurora, Ill., by way of Elgin. The line has been constructed especially to attain high speed, and the results secured during the coming year will constitute an important contribution to the knowledge of high speed electric railroading.

CLEVELAND, OHIO.

Two important events connected with the street railway interests of this city have occurred since the last edition of this Annual was printed. The first is the extension in every direction of the interurban systems centering in Cleveland, and including the completion of a through electric line under one management as far as Port Huron, Mich. The second important event was the embarrassment announced early in 1902, of the Everett-Moore syndicate, which had taken a most prominent part in the development of interurban railways, including the establishment of the line already mentioned. The report of the financial trouble of this syndicate was at first construed as having been brought about through the failure of its electric railway enterprises, but the reports of the Bankers' Committee, which has had the finances of the syndicate in charge, indicate that so far as the electric railway properties of the syndicate were concerned, the results were profitable, and the incident, though unfortunate and particularly to be regretted as coming to a set of men who had done very valuable pioneer work in electric railroading, does not seem to have checked in any way the confidence of investors in interurban railway enterprises in general.

DETROIT, MICH.

This city, with Cleveland, has for several years been an important interurban railway center, and the extensions and new roads which have been built in Southern Michigan during the past year, have directed particular attention to the city and its interurban railway enterprises. Several of the latest electric roads which have been built in the western part of the lower peninsula have been equipped with the third rail, and are representative of the latest development in high speed electric railroading. These roads have been extended now so as to practically cross the state, a distance of about 200 miles.

NEW YORK, N. Y.

By a vote of the stockholders of the Metropolitan Street Railway Co., taken March 20, the sentiment of a very large majority was found to be favorable to the lease of that corporation to the Interurban Street Railway Co., a company, all of whose stock is owned by the Metropolitan Securities Company. The object of the merger was to secure sufficient ready capital to pay off the floating debt of the Metropolitan Co., to complete the extensive improvements in the property initiated to develop the upper section of the city, and to secure greater corporate powers than were possible with the old organization. Under the new arrangement the management, which has developed the system so successfully in the past, will be retained and will be able to weld the surface transportation system of Manhattan and the Bronx into a harmonious and efficient whole, with important resulting gains in economy.

The electric system of the Manhattan Elevated Railway has been put in operation on the Second and Third Avenue divisions of the company, and will be extended to the west side divisions as rapidly as circumstances permit.

Contracts for part of the equipment of the Rapid Transit Subway have been awarded and the work on that important transportation system is up to the schedule of time set at the beginning of the work.

PITTSBURG, PA.

This city exhibits another striking example of the modern tendency in street railway operation to unite in the hands of a single company all of the street railway lines. This has been done under the name of the Philadelphia Company, which now controls all the lines of both the United Traction Co. and the Consolidated Traction Co., as well as of several lighting, gas and other public service corporations.

SAN FRANCISCO, CAL.

The United Railways of San Francisco in Nov., 1901, secured possession of the San Francisco & San Mateo Railway, the Sutro Railway and the Sutter Street Railway, and early in 1902 of the Market Street Railway, of San Francisco, thus coming into possession of most of the transportation systems of the city. San Francisco was one of the last of the cities of first importance in the country in which the transportation system was divided among several owners, but by the new consolidation, which has been carried out with eastern capital, has now followed the lead established in eastern communities.

COMPARISONS OF THE GROSS RECEIPTS FOR 1900 AND 1901.

In the following table there are presented the gross receipts for 1900 and 1901 of 246 street railway companies, arranged in five groups; the first contains 35 properties, each having received in 1901 gross receipts amounting to $1,000,000 or over; second, 17 properties, showing in 1901 gross receipts of between $1,000,000 and $500,000; third, 69 properties, showing in 1901 gross receipts of between $500,000 and $100,000; fourth, 63 properties, showing in 1901 gross receipts of between $100,000 and $50,000; and fifth, 62 properties, showing in 1901 gross receipts of between $50,000 and $25,000.

The average rate of increase of the receipts in 1901 over 1900 is, in the first group, 8.3 per cent; in the second group, 14.4 per cent; in the third group, 12.6 per cent; in the fourth group, 13.4 per cent; and in the fifth group, 19.1 per cent. The general average increase for 1901 over 1900 for the 246 companies compared is 9.3 per cent.

COMPANIES HAVING GROSS RECEIPTS FOR 1901 OF OVER $1,000,000.

NAME OF COMPANY.	1900.	1901.
Metropolitan Street Ry. Co., New York	$14,437,134	$14,720,767
Union Traction Co., Philadelphia, Pa.	13,249,819	13,431,680
Brooklyn Rapid Transit Co. (all controlled companies), Brooklyn, N. Y.	11,768,550	12,135,559
Boston Elevated Ry. Co., Boston, Mass.	10,236,994	10,869,495
Manhattan Ry. Co., New York	9,969,900	10,253,271
Chicago Union Traction Co., Chicago, Ill.	8,345,748	8,158,810
Chicago City R. R. Co., Chicago, Ill.	5,543,179	5,900,271
St. Louis Transit Co., St. Louis, Mo.	5,469,207	5,783,912
Massachusetts Electric Companies (all controlled companies), Boston, Mass.	5,518,837	5,778,133
United Ry. & Electric Co., Baltimore, Md.	4,304,933	4,718,295
North Jersey Street Ry. Co., Jersey City, N. J.	3,992,067	4,172,647
Consolidated Traction Co., Pittsburg, Pa.	2,737,938	3,279,189
International Ry. Co., Buffalo, N. Y.	2,621,375	3,202,202
Twin City Rapid Transit Co., Minneapolis, Minn.	2,839,355	3,173,976
Detroit United Ry., Detroit, Mich.	2,589,836	2,942,238
Boston & Northern St. Ry. Co., Boston, Mass.	1,945,415	2,758,702
Providence-Pawtucket-Rhode Island Suburban Ry. Co., Providence, R. I.	2,382,258	2,702,383
Third Ave. R. R. Co., New York	2,155,461	2,655,725
Milwaukee Electric Ry. & Light Co., Milwaukee, Wis.	2,220,698	2,442,342
Cleveland Electric Ry. Co., Cleveland, O.	2,061,505	2,296,898
United Traction Co., Pittsburg, Pa.	1,816,686	1,958,115
Old Colony Street Ry. Co., Brockton, Mass.	618,705	1,932,097
Montreal Street Ry. Co., Montreal, Que.	1,769,905	1,900,680
Jersey City, Hoboken & Paterson Ry. Co., Hoboken, N. J.	1,803,287	1,859,931
Metropolitan West Side Elevated Ry. Co., Chicago, Ill.	1,628,737	1,753,313
Toronto Ry. Co., Toronto, Ont.	1,501,001	1,661,108
Louisville Ry. Co., Louisville, Ky.	1,520,514	1,617,059
Denver City Tramway Co., Denver, Col.	1,302,290	1,507,293
Coney Island & Brooklyn R.R. Co., Brooklyn, N. Y.	1,393,732	1,471,268
South Side Elevated R. R. Co., Chicago, Ill.	1,286,636	1,362,231
United Traction Co., Albany, N. Y.	1,318,902	1,340,208
Toledo Railways & Light Co., Toledo, O.	1,125,187	1,311,084
Capital Traction Co., Washington, D. C.	1,124,434	1,251,360
Worcester Consolidated Street Ry. Co., Worcester, Mass.	710,023	1,031,235
Rochester Ry. Co., Rochester, N. Y.	936,341	1,000,259
Total... { 29 companies in 1900 / 35 companies in 1901 }	$133,246,589	$144,333,736

COMPANIES HAVING GROSS RECEIPTS FOR 1901 BETWEEN $1,000,000 AND $500,000.

NAME OF COMPANY.	1900.	1901.
Union Ry. Co. of New York City, N. Y.	787,170	919,131
American Railways Co., Philadelphia, Pa.	603,606	844,297
Cincinnati, Newport & Covington Ry. Co., Cincinnati, O.	783,588	819,206
Lake Street Elevated R. R. Co., Chicago, Ill.	757,955	786,462
New Orleans & Carrollton R. R. Co., New Orleans, La.	708,575	762,718
Springfield St. Ry. Co., Springfield, Mass	686,050	753,810
Union Traction Co. of Indiana, Anderson, Ind.	447,616	752,524
Hartford Street Ry. Co., Hartford, Conn.	682,936	745,173
Forty-Second Street, Manhattanville & St. Nicholas Ave. Ry. Co. New York City. N. Y.	519,474	701,177
Pittsburg & Birmingham Traction Co., Pittsburg, Pa.	632,455	661,927
Fair Haven & Westville R.R. Co, New Haven, Conn.	591,801	644,528
United Power & Transportation Co., Philadelphia, Pa.	594,625	632,475
Syracuse Rapid Transit Ry. Co., Syracuse, N. Y	552,403	621,299
Northern Ohio Traction Co., Akron, O.	425,886	617,011
Scranton Ry. Co., Scranton, Pa.	589,342	614,022
Dry Dock, East Broadway & Battery R. R. Co., New York City	638,943	588,540
Washington Water Power Co., Spokane, Wash.	503,906	556,998
Total, 17 companies,	$10,506,281	$12,021,298

COMPANIES HAVING GROSS RECEIPTS FOR 1901 BETWEEN $500,000 AND $100,000.

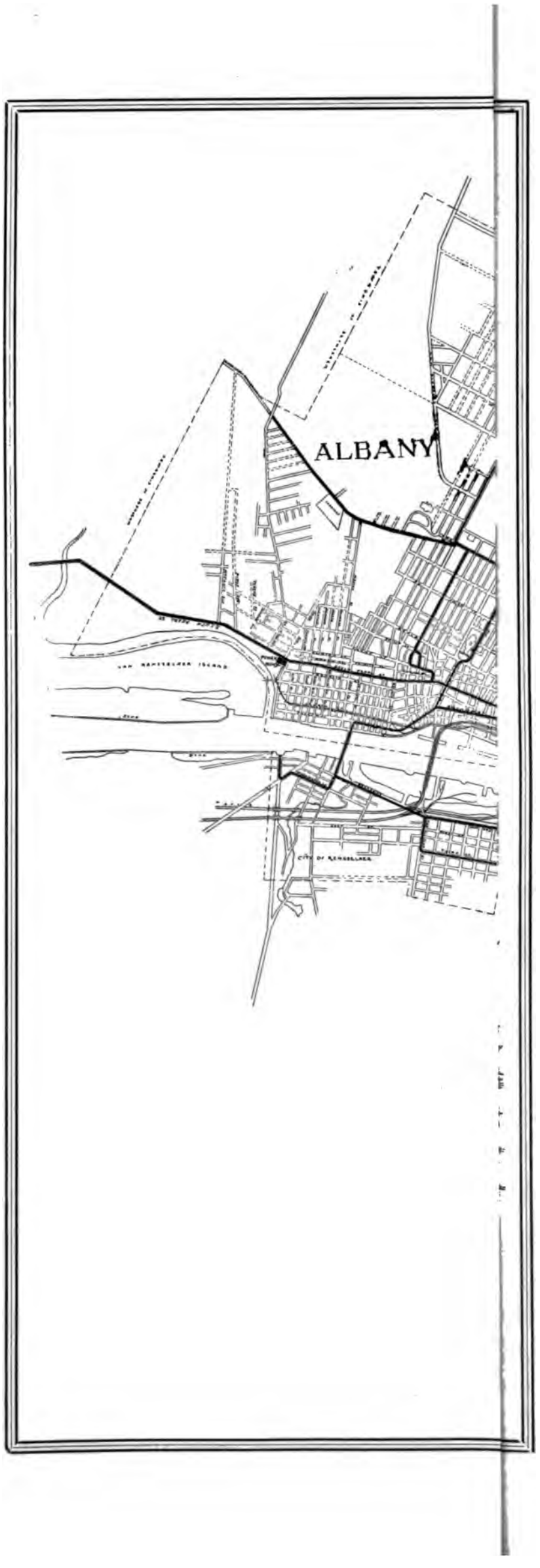
NAME OF COMPANY.	1900.	1901.
New York & Queens County Ry. Co., Long Island City, N. Y.	$468,447	$494,301
West End Traction Co., Pittsburg, Pa.	394,661	493,865
Central Crosstown R. R. Co., New York Ctty.	619,213	482,471
Portland R. R. Co., Portland, Me.	413,512	477,598
Sacramento Electric, Gas & Ry. Co., Sacramento, Cal.	376,970	419,781
Camden & Suburban Ry. Co., Camden, N. J.	347,948	411,002
Thirty-Fourth Street Crosstown Ry. Co., New York City, N. Y.	342,711	397,949
Harrisburg Traction Co., Harrisburg, Pa.	343,508	393,771
Monongahela Street Ry. Co., Pittsburg, Pa.	285,094	356,293
Fonda, Johnstown & Gloversville R. R. Co. Gloversville, N. Y.	318,940	344,927
Trenton Street Ry. Co., Trenton, N. J.	314,651	337,217
Ottawa Electric Ry. Co., Ottawa, Ont.	315,022	313,171
Holyoke Street Ry. Co., Holyoke, Mass.	262,487	303,666
Chester Traction Co., Chester, Pa.	297,132	295,915
Winchester Avenue R. R. Co., New Haven, Conn.	278,891	288,791
Utica Belt Line Street R. R. Co., Utica, N. Y.	245,183	281,224
Union Street Ry. Co., New Bedford, Mass.	249,640	272,895
Conestoga Traction Co., Lancaster, Pa.	241,583	270,533
Halifax Electric Tramway Co., Ltd., Halifax, N. S.	232,766	251,644
Cleveland, Elyria & Western Ry. Co., Cleveland, O.	179,697	249,260
Elizabeth, Plainfield & Central New Jersey Ry. Co., Elizabeth, N. J.	201,123	236,082
Lewiston, Brunswick & Bath Street Ry. Co., Lewiston, Me.	222,364	221,532
Atlantic Coast Electric R. R. Co., Asbury Park, N. J.	268,802	220,661
Richmond Traction Co., Richmond, Va.	203,057	218,569
Schenectady Ry. Co., Schenectady, N. Y.	110,382	215,962
Staten Island Electric R.R. Co., Staten Island, N. Y.	204,049	214,063
Newport & Fall River Street Ry. Co., Newport, R. I.	128,654	213,129
Manchester Street Ry. Co., Manchester, N. H.	173,004	212,138
Johnstown Passenger Ry. Co., Johnstown, Pa.	169,784	204,286
Binghamton Ry. Co., Binghamton, N. Y.	176,210	204,079
Southwest Missouri Electric Ry. Co., Webb City, Mo.	213,865	203,630
Fitchburg & Leominster Street Ry. Co., Fitchburg, Mass.	178,644	196,544
Yonkers R. R. Co., Yonkers, N. Y.	177,394	189,503
Erie Electric Motor Co., Erie, Pa.	176,098	185,847
Westchester Electric R. R. Co., New York	163,932	185,285
Wilkinsburg & East Pittsburg Ry. Co., Braddock, Pa.	35,962	183,787
Twenty-Eighth & Twenty-Ninth Sts. Crosstown R. R. Co., New York	182,932	177,370
Interstate Consolidated Street Ry. Co., North Attleborough, Mass.	176,032	174,701
Pottsville Union Traction Co., Pottsville, Pa.	142,466	173,209
Cleveland, Painesville & Eastern R. R. Co., Cleveland. O.	141,112	164,971
Lincoln Traction Co., Lincoln, Neb.	132,996	163,634
Southern Ohio Traction Co., Hamilton, O.	140,542	154,787
Beaver Valley Traction Co., Beaver Falls, Pa.	59,469	147,992
Staten Island Midland R. R. Co., Staten Island, N. Y.	139,345	144,814
London Street Ry. Co., London, Ont.	119,109	141,846
Camden, Gloucester & Woodbury, N. J.	140,225	141,074
Roxborough, Chestnut Hill & Norristown Ry. Co., Philadelphia, Pa.	124,103	136,073
Lehigh Traction Co., Hazleton, Pa.	115,332	133,812
Northampton St. Ry. Co., Northampton, Mass.	107,243	133,429
Meriden Electric R. R. Co., Meriden, Conn.	121,939	133,154
Newton St. Ry. Co., Newton, Mass.	120,338	129,750
Alton Ry., Gas & Electric Co., Alton, Ill.	106,575	128,894
Montreal Park & Island Ry. Co., Montreal, Que.	123,722	128,678
Schuylkill Traction Co., Girardville, Pa.	98,101	128,359
Altoona & Logan Valley Electric Ry. Co., Altoona, Pa.	103,337	127,263
Hartford, Manchester & Rockville Tramway Co., Hartford, Conn.	115,271	126,811
Suburban Rapid Transit Street Ry. Co., Pittsburg, Pa.	38,249	126,577
New Castle Traction Co., New Castle, Pa.	137,493	122,180
Dartmouth & Westport Street Ry. Co., New Bedford, Mass.	104,637	119,545
Milford, Holliston & Framingham Street Ry. Co., Milford, Mass.	121,708	118,029
Haverhill & Amesbury Street Ry. Co., Haverhill, Mass.	115,660	116,396
Holmesburg Tacony & Frankford Electric Ry. Co., Philadelphia, Pa.	107,467	112,139
Fairmount Park Transportation Co., Philadelphia, Pa.	112,305	111,576
Jamestown Street Ry. Co., Jamestown, N. Y.	105,387	110,716
Exeter, Hampton & Amesbury Street Ry. Co., Exeter, N. H.	75,028	105,298
New Jersey & Hudson River Ry. & Ferry Co., Hackensack, N. J.	88,895	103,589
Consolidated Street R. R. Co., Macon, Ga.	100,379	101,190
Hoosac Valley Street Ry. Co., No. Adams, Mass.	98,511	100,803
Philadelphia & West Chester Traction Co., Philadelphia, Pa.	98,910	100,166
Total, 69 companies,	$13,126,198	$14,780,196

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $100,000 AND $50,000.

NAME OF COMPANY.	1900.	1901.
Ithaca Steeet Ry. Co., Ithaca, N. Y.	101,548	99,552
Orange County Traction Co., Newburgh, N.Y.	93,456	97,976
Woonsocket St. Ry. Co., Woonsocket, R. I.	81,382	97,692
City Passg'r Ry. Co. of A'toona, Altoona, Pa.	88,982	95,980
Citizens' Electric Street Ry. Co., Newburyport, Mass.	76,848	95,696
Norwich Street Ry. Co., Norwich, Conn.	84,442	95,378
Williamsport Passenger Ry. Co., Williamsport, Pa	88,730	93,780
Elmira Water, Light & R. R. Co., Elmira, N.Y.	75,700	92,121
Easton Trasit Co., Easton, Pa.	151,167	91,945
Parkersburg & Interurban R.R. Co., Parkersburg, W. Va.	80,983	91,472
Cleveland & Eastern Electric R. R. Co,, Cleveland O.	62,893	90,390
Rockland, Thomaston & Camden St. Ry. Co. Rockland, Me	79,845	90,193
Glens Falls, Sandy Hill & Ft. Edward St. Ry. Co., Glens Falls, N. Y.	73,707	90,007
Poughkeepsie City & Wappinger's Falls Electric Ry. Co., Poughkeepsie, N. Y.	85,003	89,163
Pittsfield Electric St. Ry. Co., Pittsfield, Mass.	79,953	87,071
Commonwealth Ave. St. Ry. Co., Newton, Mass.	79,518	85,010
Schuylkill Valley Traction Co., Norristown, Pa.	78,514	84,720
Auburn City Ry. Co., Auburn, N. Y.	76,680	84,633
Orange & Passaic Valley Ry. Co., Orange, N.J.	76,850	82,895
Niagara Gorge R. R. Co., Niagara Falls, N.Y.	61,588	82,160
Syracuse, Lakeside & Baldwinsville Ry. Syracuse, N. Y.	68,600	81,096
Delaware Co. and Philadelphia Electric Ry. Co., Philadelphia, Pa	82,421	77,913
Portsmouth, Kittery & York Street Ry. Co. Portsmouth, N. H.	71,180	76,798
Bridgeton & Millville Traction Co., Bridgeton, N. J.	68,706	75.832
Milford, Attleboro & Woonsocket Ry. Co., Milford, Mass.	42,131	75,464
Danbury & Bethel St. Ry. Co., Danbury, Conn.	69,955	74,434
Natick & Cochituate St. Ry. Co., Natick, Mass.	68,812	72,224
Springfield & Eastern Street Ry. Co., Palmer, Mass.	39,774	72,169
Concord St. Ry. Co., Concord, N. H.	64,468	70,275
Kingston City R. R. Co., Kingston, N. Y.	66,668	70,093
South Middlesex St. Ry. Co., Natick, Mass.	63,451	69,425
Portland & Yarmouth Electric Ry. Co., Portland, Me.	55,096	69,382
Bristol & Plainville Tramway Co.(of the Conn. Ry. & Light Co.), Bristol, Conn.	65,062	69,086
La Crosse City Ry. Co., La Crosse, Wis.	61,527	68,296
Bangor Street Ry. Co., Bangor, Me.	65,171	67,155
New London St. Ry. Co., New London, Conn.	55,925	65,283
Newton & Boston St. Ry. Co., Newton, Mass.	80,667	64,912
Shamokin & Mt. Carmel Electric Ry. Co., Shamokin, Pa.	44,918	64,183
Sanford & Cape Porpoise Ry. Co., Sanford, Me.	47,013	64,094
Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co., Geneva, N. Y.	62,117	63,912
Tarrytown, White Plains & Mamaroneck Ry. Co., White Plains, N. Y.	49,700	62,261
Warren, Brookfield & Spencer St. Ry. Co., Brookfield, Mass.	61,568	61,264
Woronoco Street Ry. Co., Westfield, Mass.	54,772	61,091
Wellesley & Boston St. Ry. Co., Newton, Mass.	59,085	60,809
Syracuse Suburban R. R. Co., Syracuse, N.Y.	62,953	60,747
West Side St. Ry. Co., Elmira, N. Y.	59,148	59,289
Marlborough St. Ry. Co., Marlborough, Mass.	54,041	59,103
Stamford St. Ry. Co., Stamford, Conn.	51,795	58,768
Burlington Traction Co., Burlington, Vt.	57,435	57,963
Worcester & Webster Street Ry. Co., Worcester, Mass.	51,581	56,563
People's Tramway Co., Putnam, Conn.	30,895	56,180
Black River Traction Co., Watertown, N. Y.	51,370	55,084
Tamaqua & Lansford Street Ry. Co., Lansford, Pa.	43,899	54,679
Amsterdam St. R. R. Co., Amsterdam, N. Y.	50,258	54,658
Gardner, Westminster & Fitchburg Street Ry. Co., Gardner, Mass.	46,723	54,137
Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Mohawk, N. Y.	51,202	53,727
Newtown Electric St. Ry. Co., Newtown, Pa.	36,445	53,713
Bangor, Orono & Oldtown Ry. Co., Bangor, Me.	50,587	53,656
Stillwater & Mechanicsville St. Ry. Co., Stillwater, N. Y.	52,455	53,379
Chippewa Valley Electric Ry. Co., Eau Claire, Wis.	45,408	53,077
Olean Street Ry. Co., Olean, N. Y.	48,700	52,018
Wilmington St. Ry. Co., Wilmington, N. C.	50,398	51,856
Norton & Taunton Street Ry. Co., Norton, Mass.	49,059	51,341
Total, 63 companies,	**$3,990,928**	**$4,525,223**

COMPANIES HAVING GROSS RECEIPTS FOR 1900 BETWEEN $50,000 AND $25,000.

NAME OF COMPANY.	1900.	1901.
Seattle & Renton Ry. Co., Seattle, Wash.	40,965	49,601
Port Chester St. Ry. Co., Port Chester, N. Y.	31,593	49,078
Camden & Trenton Ry. Co., Camden, N. J.	12,177	48,717
Middletown-Goshen Electric Ry. Co., Middletown, N. Y.	46,831	48,707
Van Brunt St. & Erie Basin R.R. Co., Brooklyn.	50,251	48,258
Cleveland & Chagrin Falls Elec. R. R. Co., Cleveland, O.	49,646	47,976
Newark & Hackensack Traction Co., Rutherford, N. J.	27,692	47,393
Meriden, Southington & Compounce Tramway Co., Meriden, Conn.	39,055	46,617
Fulton St. R. R. Co., New York City	46,147	45,921
Chillicothe Electric R. R., Light & Power Co., Chillicothe, O.	44,301	45,900
Bradford Electric St. Ry., Co., Bradford, Pa.	37,875	45,300
Union Electric R. R. Dover, N. H.	42,347	45,235
Waterville & Fairfield Ry. & Light Co., Waterville, Me.	43,559	45,062
Greenfield & Turners Falls St. Ry. Co., Greenfield, Mass.	39,984	44,865
Allentown & Kutztown Traction Co., Allentown, Pa.	21,262	43,601
Oil City St. Ry. C., Oil City, Pa.	40,710	43,241
Torrington & Winchester Street Ry. Co., Torrington, Conn	42,413	42,921
Biddeford & Saco R. R. Co., Biddeford, Me.	31,572	42,799
Olean, Rock City & Bradford R.R. Co., Bradford, Pa.	32,522	42,654
Washington Electric St. Ry. Co., Washington, Pa.	34,532	42,496
Warren Street Ry. Co., Warren, Pa.	30,179	41,904
Saratoga Traction Co., Saratoga, N. Y.	36,176	41,812
Augusta, Hallowell & Gardiner R. R. Co., Augusta, Me.	38,748	41,553
City Electric Ry. Co., Rome, Ga.	40,709	41,238
Rochester & Suburban Ry. Co., Rochester, N. Y.	28,142	40,705
Charleroi & West Side St. Ry. Co., Charleroi Pa.	21,489	40,598
Athens Electric Ry. Co., Athens, Ga.	37,651	39,725
Colonial City Traction Co., Kingston, N. Y.	37,288	38,857
Middletown St. Ry. Co., Middletown, Conn.	40,421	37,590
Bennington & Hoosick Valley Ry. Co., Hoosick Falls, N. Y.	35,410	37,076
Citizens' St. Ry. Co., Fishkill, N. Y.	36,096	36,772
Framingham Union Street Ry. Co., Framingham, Mass.	35,793	36,596
Oswego Traction Co., Oswego, N. Y.	33,167	36,531
Monmouth County Electric Co., Red Bank, N. J.	37,990	36,334
Athol & Orange Street Ry. Co., Athol, Mass.	33,366	36,199
Harrisburg & Mechanicsburg Electric Street Ry. Co., Harrisburg, Pa.	30,456	35.525
Dunkirk & Fredonia R. R. Co., Fredonia, N.Y.	28,968	35,423
Springfield Electric Ry. Co., Springfield, Vt.	34,158	33,957
Phillip-burg Horse Car R. R. Co., Phillipsburg, N. J.	40,405	33,745
Lewiston & Reedsville Electric Ry. Co., Lewiston, Me.	7,765	33,725
Boone Electric St. Ry. & Light Co., Boone, Ia.	29,842	33,352
Utica & Mohawk R. R. Co., Utica. N. Y.	32,192	33,155
Farmington Street Ry. Co., Hartford, Conn.	20,156	33,099
Larchmont Horse Ry. Co., Larchmont, N. Y.	5,369	33,084
Raritan Traction Co., Perth Ambov, N. J.	16.692	32,945
Worcester & Blackstone Valley Street Ry. Co., Millbury, Mass.	18,717	32,229
Cortland & Homer Traction Co., Cortland. N.Y.	28,925	31,624
Punxsutawney Passenger Street Ry. Co., Punxsutawney, Pa.	11,536	31,561
Corning & Painted Post Street Ry. Co., Corning, N. Y.	27,758	30,803
Meadville Traction Co., Meadville, Pa.	32,353	29,576
Pottstown Passenger Ry. Co., Pottstown, Pa.	23,746	28,396
Southbridge & Sturbridge Street Ry. Co., Southbridge, Mass.	31,063	28,329
East Taunton Street Ry. Co., Taunton, Mass.	21,695	28,167
Troy & New England R. R. Co., Troy, N.Y.	26,768	27,782
Haverhill, Georgetown & Danvers Street Ry. Co., Georgetown, Mass.	26,310	27,002
Titusville Electric Traction Co., Titusville, Pa.	23,934	26,418
Cohoes City Ry. Co., Cohoes, N. Y.	28,201	26,102
Tarentum Traction Passenger Ry. Co., Tarentum, Pa.	22,591	26,058
Norfolk Western St. Ry. Co., Dedham, Mass.	23,802	25,421
Fitchburg & Suburban Street Ry. Co., Fitchburg, Mass.	22,596	25,401
Hartford & Springfield Street Ry. Co., Thompsonville, Conn.	25,226	25,206
People's Street Ry. Co., Nanticoke, Pa.	21,939	25,137
Total, 62 companies,	**$1,941,222**	**$2,313,054**


ALBANY

ADRIAN, MICH.

Population in 1880, 7,849, in 1890, 8,756, in 1900 (local estimates), 11,000.

Adrian Street Railway Co.—This company was chartered Feb. 13, 1900, for thirty years, as a reorganization of the Adrian Electric Street Railway Co., whose road was sold at receiver's sale on Dec. 17, 1897, to A. P. Southworth.

CAPITAL STOCK, authorized and issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $25,000; dated Apr. 1, 1900, due 1925; int. payable Apr. and Oct.; sinking fund provided for.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 38 lb. to 60 lb. T and girder rail; 8 motor cars; Walker and Detroit motors.

OFFICERS.—Pres. A. P. Southworth, V. Pres. E. S. Hamilton, Sec. F. E. Priddy, Treas. H. V. C. Hart.

GENERAL OFFICE, 82 W. Maumee St.

REFERENCES.—Receivership, Vol. XI, Jan., '95, p. 58.

Date of information, Mar., 1902. z

AKRON, O.

Population in 1880, 16,512, 1890, 27,601, 1900, 42,728, 1901, 45,000.

Northern Ohio Traction Co.—Chartered July 12, 1899. This company is a consolidation of the Akron, Bedford & Cleveland R. R. of Cleveland O., and the Akron Traction & Electric Co. In Jan., 1901, this company secured control of the capital stock of the Akron & Cuyahoga Falls Rapid Transit Co.

CAPITAL STOCK, authorized and issued, $2,500,000; par value, $100 per share.

First preferred stock, authorized and issued, $1,000,000; par value, $100 per share, 5 p. c. per annum.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at offices of Central Trust Co., of New York, or the Dime Savings & Banking Co. of Cleveland, O., trustees of mortgage.

Akron, Bedford & Cleveland R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Sept. 1, 1895, due 1915; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Gross receipts	$362,701	$425,886	$617,011
Operating expenses	240,936	261,377	350,845
Earnings from operation	121,765	164,509	266,166
Interest	125,000	125,000	136,162
Surplus	3,235	39,509	130,004
Total surplus		36,274	
Per cent. oper. exp. to total receipts.	66.40	61.37	56.86

*Deficit.

DIVIDENDS.—On preferred stock, Feb., July, 1900 and Jan. and July, 1901, 2½ p. c. each.

PLANT AND EQUIPMENT.—Miles of track (electric), 95; gauge, 4 ft. 8½ in.; 80 lb. T rail and 50 lb. and 70 lb. girder rail; 90 motor cars and 25 trail cars; West., Gen. Elec. and Walker dynamos and motors; Allis engines, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. H. A. Everett, V. Pres. Will Christy, Sec. C. F. Moore, Treas. J. R. Nutt, Gen. Man. Chas. Currie.

DIRECTORS.—H. A. Everett, Will Christy, E. W. Moore, C. W. Wason B. Mahler, J. R. Nutt, Chas. Currie.

GENERAL OFFICE, Akron, O.

REFERENCES.—AKRON ST. RY. & ILLUMINATING CO., increase of bonds, Vol. XI, Feb., '95, p. 124; receivership, Vol. XIV., Feb. '98, p. 81; description of power plant, Vol. XIV, Sept., '98, p. 523 (Ill.); new power house, Vol. XVI, Oct. 6, '00, p. 900.

Date of information, Mar., 1902. x z

Akron & Cuyahoga Falls Rapid Transit Co.—Chartered May 11, 1894. This road is a part of the Northern Ohio Traction Co. Road runs from Akron to Cuyahoga Falls, with extensions from the Falls to Kent, Kent to Ravenna and from Akron to Barberton.

GENERAL OFFICE, Hamilton Bldg., Akron, O.

Date of information, Mar., 1902. z

ALBANY, N. Y.

Population in 1880, 90,758, in 1890, 94,923, in 1900, 94,151.

United Traction Co.—This is a consolidation effected on Dec. 30, 1899, of the Albany Railway (chartered 1863) the Watervliet Turnpike & R. R. Co. (chartered 1862) and the Troy City Ry. Co., (chartered 1866) and operates under leases to the constituent companies the Troy & Lansingburg R. R. Co., the Troy & Cohoes R. R. Co., the Lansingburg & Cohoes R. R. Co., and the Waterford & Cohoes R. R. Co.

This company has passenger and freight traffic agreements with the Albany & Hudson Ry. & Power Co., Schenectady Ry. Co., and the Hudson Valley Ry. Co., giving them entrance into Albany over its tracks. A portion of the power used is furnished under contract by the Hudson River Power Transmission Co., of Mechanicsville. The Troy & New England R. R. Co. also has an agreement with the United Traction Co., by which the cars of the former company run into the city of Troy, and an agreement with the Cohoes City Ry. Co., by means of which passengers and freight are transported from Albany to Cohoes.

Capital Stock, authorized $5,000,000, and issued (Jan. 1, 1902), $4,999,850.

Funded Debt, authorized and issued, $3,808,300, as follows:

The Albany Railway's consolidated mortgage 5 p. c. bonds, authorized, $500,000; issued, $428,000; coupon, but may be registered; dated Jan. 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July at office of Central Trust Company of New York, trustee of mortgage.

The Albany Railway's first mortgage 5 p. c. bonds, authorized, $40,000; outstanding, $29,000; dated July 1, 1864, due 1905; denom. $500 and $1,000; int. payable Jan. and July at The National Commercial Bank of Albany.

The Albany Railway's fourth mortgage 6 p. c. bonds, authorized, $11,500; outstanding, $11,000; dated Mar. 1, 1880, due 1905; denom. $500; int. payable Mar. and Sept. at The National Commercial Bank of Albany.

The Albany Railway's fifth mortgage 5 p. c. bonds, authorized, $50,000; outstanding, $32,000; dated Sept. 1, 1888, due 1913; denom. $500 and $1,000; int. payable Mar. and Sept at The National Commercial Bank of Albany.

The Albany Railway's general mortgage 5 p. c. gold bonds, authorized, $750,000; issued, $496,000; dated June 1, 1897, due 1947; int. payable June and Dec.; trustee of mortgage, Central Trust Co.

Watervliet Turnpike & R. R. Co.'s first mortgage 6 p. c. bonds, issued, $350,000; dated May 1, 1889, due 1919; denom. $1,000; int. payable May and Nov. at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

Watervliet Turnpike & R. R. Co.'s second mortgage 6 p. c. bonds; authorized and issued, $150,000; dated June 20, 1890, due May 1, 1919, denom. $1,000; int. payable May and Nov. at office of Metropolitan Trust Co., of New York.

Troy & Lansingburg R. R. Co.'s first mortgage 5 p. c. bonds. $34,000; dated Apr. 1, 1888, due Apr. 1, 1903; int. payable Apr. and Oct.

Troy City Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000; issued, $1,966,000; coupon, but may be registered; dated Oct. 1, 1892, due 1942; denom. $1,000; int. payable Apr, and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

Troy City Ry. Co.'s debenture bonds, $388,300; due May 1, 1904; int. payable May and Nov., at office of United Traction Co., Albany.

United Traction Co.'s 4½ p. c. debenture bonds, authorized, $1,250,000, issued, $437,000, coupon but may be registered; due May 1, 1919; denom. $1,000; int. payable May and Nov. at The National Commercial Bank, Albany.

Operation.—The following is a combined report of the Albany Railway and the Troy City Railway for the years ending June 30,

	1898.	1899.	1900.	1901.
Receipts from operation	$1,125,898	$1,210,452	$1,306,673	$1,331,879
" " other sources	40,731	39,055	12,229	8,329
" total	1,166,629	1,249,507	1,318,902	1,340,208
Operating expenses	685,635	772,803	848,763	907,526
Earnings from operation	480,994	476,704	470,139	432,682
Deductions from earnings.				
Interest on bonds	167,694	171,767	177,320	179,235
Taxes	32,560	44,807	37,730	61,016
Rentals	37,526	27,711	21,913	6,300
Net income	242,962	232,419	233,176	186,131
Dividends	230,000	146,875	120,000	
To surplus account	12,962	85,544	113,176	229,487
Total surplus account	135,257	124,336	169,525	43,356

Dividends.—First quarterly dividend, 1¼ p. c., Feb. 1, 1900; and 1¼ p. c. quarterly since then.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	22,111,489	24,579,166	24,671,176	27,732,556
Car miles run	5,896,623	6,214,400	6,648,436	7,046,577
Total rec'ts per car mile	$.202	$.210	$.198	$.187
Operating expenses "	.121	.136	.127	.125

Plant and Equipment.—Miles of track (electric), owned 66.18, leased 9.68, trackage rights 2.50—total, 77.75; gauge, 4 ft. 8½ in.; 47 lb. to 104 lb. girder and T rail; 356 motor cars, 12 snow plows and 7 sweepers; Gen. Elec. dynamos, Gen. Elec., West. and Walker generators, West. motors, Gilbert, Brill and Jones cars, Taylor trucks.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$6,126,781	$8,996,501
" equipment	2,315,671	
Stock and bonds	143,489	143,489
Cash	42,220	129,189
Bills receivable	39,000	
Open accounts	11,828	3,401
Material and supplies	30,681	81,761
Total	$8,709,670	$9,354,342
LIABILITIES.		
Capital stock	$4,000,000	$4,999.750
Funded debt	3,474,000	3,808,300
Increase of capital	297,350	
Interest due and accrued	38,276	32,728
Loans	674,300	300,000
Accounts payable	45,306	72,480
Sundries	10,913	26,837
Profit and loss (surplus)	169,525	114,248
Total	$8,709,670	$9,354,342

Officers.—Pres. & Gen. Man. John W. McNamara, V. Pres. Francis N. Mann, Jr., Sec. Charles G. Cleminshaw, Treas. James McCredie, Gen. Supt. Edgar S. Fassett.

Directors.—Robt. C. Pruyn (Chairman), John W. McNamara, A. Bleecker Banks, Anthony N. Brady, James H. Manning, Wm. J. Walker, Albert Hessberg, Wm. McEvan of Albany; Wm. Kemp, Chas. Cleminshaw, Francis N. Mann, Jr., Wm. Shaw, Jas. O'Neill, Geo. P. Ide of Troy; Thomas Breslin, Waterford, N. Y.

General Office, 598 Broadway cor. Columbia Street, Albany, N.Y.

References.—Description of road, Vol. VI, June, '90, p. 273 (ill.), Vol. VIII, Jan. and Feb., '92, p. 44 and 63 (ill.); Vol. IX, July, '93, p. 467 (ill.); description of shops and car house, Vol. X, Mar., '94; p. 151 (ill.); steel fly wheel (ill.), (brief), Vol. XII, July, '96, p. 428, operating detail, Vol. XIII, May, '97, p. 292; fenders, Vol. XIII, June; '97, p. 368; strike, Vol. XVII, May 25, '01, p. 609 (ill.).

Date of information, Mar., 1902. z

For map of road, see inset between pages 4 and 5.

Albany & Schoharie Valley Railroad Co.—This company is the successor to the Albany, Helderburg & Schoharie Electric Railway Co., which was chartered November 15, 1895, to build an electric railway from Albany to Schoharie, 44 miles. Annual meeting third Tuesday in Sept. Nearly all of the rights of way through the towns have been secured, and the terminal in Albany has been obtained from the City Council.

Capital Stock, $1,250,000, paid in, $49,975; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,200,000; dated Oct. 1. 1899; due 1929; denom. $1,000; int. payable Apr. and Oct. at office of the City Trust Co., of New York City, trustee of mortgage. Cost of road to June 30, 1900, $43,247.

Officers.—Pres. H. W. Burgett (Boston), V. Pres. B. M. Secor (Albany), Sec. Wm. H. Erwin (Albany), Treas. Chas. E. Bibber (49 Federal St., Boston).

Directors.—H. W. Burgett, B. M. Secor, Chas. E. Bibber, J. S. Frost, W. H. Erwin, R. J. McCauley, Thos. J. Wood, L. C. Warner.

General Office, 12 Tweddle Bldg., Albany, N. Y.

Date of information, Mar., 1902. z

ALLENTOWN, PA.

Population in 1880, 18,063, in 1890, 25,228, in 1900, 35,416.

Lehigh Valley Traction Co.—This company is the consolidation effected Nov. 17, 1899, of the Allentown & Lehigh Valley Traction Co., with practically all the lines operating in Allentown and vicinity, comprising the properties previously owned or leased by the Allentown & Lehigh Valley Traction Co., as follows:

Allentown & Bethlehem Rapid Transit Co.,
Lehigh Valley Traction Co.,
Allentown Passenger Ry. Co.,
Bethlehem & Allentown Street Ry. Co.,
Bethlehem & South Bethlehem Street Ry. Co.,
Catasauqua & Northern Street Ry. Co.,
South Bethlehem & Hellerstown Street Ry. Co.,
Allentown & Emaus Street Ry. Co.,
Allentown Electric Light & Power Co.,
Rittersville Hotel Co. and Park.

In Feb., 1900, the properties of the Bethlehem & Nazareth St. Ry. Co. and the Bethlehem Electric Light Co. were also acquired. The company owns the entire capital stocks of all the above companies, excepting the Allentown Electric Light & Power Co., of which it owns the majority of stock. The corporate existence of the old companies is, however, preserved, as valuable rights, including the right of eminent domain, are conferred by some of their original charters.

The company also operates the Allentown & Slatington Ry., the State Belt Ry. Co., the Coplay, Egypt & Ironton St. Ry., the Easton & Bethlehem Transit Ry., the Easton, Palmer & Bethlehem St. Ry., the Freemansburg St. Ry., Northampton Central St. Ry., Pennsylvania Motor Co., Philadelphia & Lehigh Valley Traction Co., and the State Belt Electric Ry.

Capital Stock, authorized, $3,000,000, issued, $2,000,000; par value, $50 per share.

Funded Debt.—General mortgage 4 p. c. gold bonds, authorized, $3,000,000; issued, (see Note); dated Dec. 1, 1899, due 1929; denom. $1,000; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co. of Philadelphia, trustee of mortgage.

Note.—This mortgage is intended to provide for the retirement of the prior liens of the Allentown & Lehigh Valley Traction Co. (which see).

Operation.—Year ending June 30, 1901.

Total receipts	$547,178
Operating expenses	277,099
Earnings from operation	270,079
Deductions from earnings.	
Taxes	7,289
Interest	120,000
Rentals	71,317
Net income	71,473
Dividends	79,988
Deficit	8,515

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 43,095
Transportation expenses	205,100
Maintenance of way and buildings	5,204
Maintenance of equipment	23,700
Total	$277,099

Passengers carried in 1901, 10,892,114.

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$ 986,868	$1,164,878
Cost of equipment	904,348	1,199,929
Stock of other companies	200,200	200,200
Other permanent investments	2,586,794	2,508,606
Discount on stock and bonds	300,000	375,000
Cash	20,849	3,408
Accounts receivable	41,794	
Material and supplies	25,474	52,933
Additions and betterments		107,166
Open accounts		74,465
Real estate		5,000
Total	$5,066,327	$5,691,226
LIABILITIES.		
Capital stock	$1,700,000	$2,000,000
Funded debt	3,000,000	3,000,000
Accounts payable	76,078	225,474
Bills payable		79,755
Accounts accrued	20,313	49,578
Trusteed stock	225,000	300,000
Notes and mortgage	35,625	35,625
Profit and loss (surplus)	9,311	796
Total	$5,066,327	$5,691,226

Plant and Equipment.—Miles of track (electric), 120.40; gauge, 4 ft. 8½ in.; 60 lb. to 70 lb. T and girder rail; 95 motor cars; Cooper engines, Gen. Elec. and West. dynamos, Steel motors. Brill and Stephenson cars.

Officers.—Pres. Robert E. Wright, V. Pres. Loftin E. Johnson, Sec. & Treas. C. M. Bates (71 Broadway, N. Y. C.), Gen. Supt. Henry C. Barrow.

Directors—Loftin E. Johnson, John B. Hoefgen, C. M. Bates, Samuel Harris, R. E. Wright, Wilson J. Hartzell.

General Office, Allentown, Pa.

Date of information, Nov., 1901. b

Allentown & Lehigh Valley Traction Co.—Chartered May 31, 1893. The company operates under lease dated Jan. 1, 1895, the Allentown & Bethlehem Rapid Transit Co., the Lehigh Valley Traction Co., the Allentown Passenger Ry. Co., the Bethlehem & Allentown Street Ry. Co., the Bethlehem & South Bethlehem Street Ry. Co., the Catasauqua & Northern Street Ry. Co., and controls and operates the Allentown Electric Light & Power Co., and the Rittersville Hotel Co. The company owns the entire capital stock of the above companies, except the Allentown Electric Light & Power Co., in which it owns the majority of the stock. On Mar. 8, 1894, this company by purchase of the entire capital stock, assumed control of the Allentown & Bethlehem Rapid Transit Co., and during the

summer completed its own lines and connected the lines of the two companies for practical and economical operation. On Sept. 29, 1897, this company leased the South Bethlehem and Hellertown Street Ry. Co. On May 30, 1898, this company leased for thirty years, the Allentown and Emaus Street Ry. Co. On Nov. 17, 1899. was consolidated with its constituent companies, forming the new Lehigh Valley Traction Co.

Capital Stock, authorized and issued, $4,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; coupon, but may be registered; dated Sept. 1, 1893, due 1913; int. payable Mar. and Sept., at office of New York Security & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized $2,000,000, issued (understood to be), $450,000, in escrow (see Note), $1,300,000, in treasury, $250,000; coupon, but may be registered; dated Jan. 1, 1895, due 1925; int. payable Jan. and July. This mortgage covers all the railway property and franchises above mentioned and includes Allentown Electric Light & Power Co. and Rittersville Hotel Co.

Allentown & Bethlehem Rapid Transit Co.'s first mortgage 6 p.c. gold bonds, authorized and issued, $500.000, called $264,000 (see note), coupon, but may be registered; dated July 1, 1891, due 1911, but subject to call at 110 and interest after July 1, 1896; int. payable Jan. and July, at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

Note.—$1,300,000 of the first consolidated mortgage bonds are understood to be held in escrow to retire the prior liens described above. In May, 1900, $264,000 of the Allentown & Bethlehem R. T. Co.'s bonds were called at 110 and accrued interest, and Lehigh Valley Traction Co.'s 4 p. c. general mortgage bonds were issued in payment.

Operation.—Combined operating report of the properties now controlled by the company for the years ending

	June 30, 1897.	June 30, 1898.	June 30, 1899.	5 mos. to Nov. 30, 1899.
Receipts from passengers	$213,861	$225,509	$257,638	$142,974
" " other sources	984	2,160	812	544
" total	214,845	227,669	258,450	143,518
Operating expenses	116,015	119,885	144,896	58,894
Earnings from operation	98,830	107,784	113,554	84,624
Fixed charges and interest	99,013	92,609	94,703	38,286
Net income	*183	15,175	18,851	46,338

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	Nov. 30, 1899.
Investment	$1,660,873	$1,702,611	$1,765,124	$1,958,829	$2,090,644
Stk of oth.co.'s.	1,940,846	1,954,542	1,956,497	1,957,082	2,168,702
Pur. of leases & real est. A. & B. R.T.Co.		2,500,000	2,500,000	2,500,000	2,500,000
Accs.receivable	82,523	2,046	9,693	20,592	21,491
Sup. and suspense acct.	24,812	21,525	38,228	35,734	36,452
Advance payts.			69,570	69,570	70,324
Current assets.		120,494			
Cash	935	2,150	4,704	7,208	9.357
Construct'n for Elec. Lt.Co.			38,802	38,802	38,802
Total	$3,740,513	$6,303,367	$6,382,618	$6,587,817	$6,935,772
LIABILITIES.					
Capital stock	$1,500,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000
Funded debt	1,170,000	1,170,000	1,183,000	1,183,000	1,237,000
Interest	11,467	11,167	11,417	11,442	34,370
Unfu'ded debt.	676,760	748,606	804,171	960,705	1,160,702
Pur.ac. A. & B. R. T. Co.	214,207		203,178		
Accts. payable.	75,824	76,269	73,604	104,976	129,773
Sundry accts.		205,252		201,596	201,491
Profit and loss (surplus)	92,255	92,073	107,248	126,098	172,436
Total	$3,740,513	$6,303,367	$6,382,618	$6,587,817	$6,935,772

General Office, Allentown, Pa.

References.—Description of road, Vol. X, July, '94, p. 428 (ill.); pleasure park, Vol. XIII, June, '97, p. 346; Vol. XV, May, '99, p. 302.

Date of information, Jan., 1900. b

Allentown & Slatington Street Railway Co.—Chartered Dec. 1, 1898. This road is operated by the Lehigh Valley Traction Co.

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$585,000	Capital stock	$240,000
Cost of equipment	80,000	Funded debt	425,000
Cash	627	Profit and loss	627
Total	$665,627	Total	$665,627

Officers.—Pres. F. J. Crilley, Sec. Walter J. Saeger, Treas. John L. Schwortz.

Directors.—F. J. Crilly, Walter J. Saeger, John L. Schwortz, Patrick F. Cannon, F. A. Krutz.

General Office, Allentown, Pa.

Date of information, Dec. 1, 1901. b

Allentown & Kutztown Traction Co.—Chartered Apr. 25, 1898.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $160,000; outstanding, $144,000.

Operation.—Year ending June 30,	1900.	1901.
Receipts from operation	$15,274	$40,229
" " other sources	5,988	3,372
" total	21,262	43,601
Operating expenses	17,203	24,961
Earnings	4,059	18,640
Deductions from earnings	3,046	6,105
Net income	1,023	12,535

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$143,694	$556,793
" equipment	36,958	56,642
Stock for leases and services	247,600	
Cash	953	2
Accounts receivable	208	300
Materials and supplies	3,331	1,787
Total	$432,744	$615,524
LIABILITIES.		
Capital stock	$250,000	$250,000
Funded debt	38,500	144,000
Loans	95,698	158,519
Accounts payable	17,415	13,982
Construction account	31,131	49,023
Total	$432,744	$615,524

Plant and Equipment.—Miles of track (electric), 20.75; 65 lb. T rail; 23 cars; West. generator.

Officers.—Pres. G. H. Gerber, Pottsville, Pa.; Sec. A. R. Beers, Mauch Chunk, Pa.; Treas. F. R. Wagner, Harrisburg, Pa.; Supt. I. S. Ruth, Reading, Pa.

Directors.—G. H. Gerber, Asa R. Beers, F. R. Wagner, H. E. Aherns, H. J. Schimck, Wesley D. Molen, P. L. Dilner, S. K. Hoffman, Samuel C. Boyer.

General Office, Allentown, Pa.

Reference.—Description of park, (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Nov., 1901. b

Philadelphia & Lehigh Valley Traction Co.—Chartered Feb. 14, 1901. This road is operated by the Lehigh Valley Traction Co.

Balance Sheet.—Dated June 30, 1901.

ASSETS.		LIABILITIES.	
Cost of road	$200,000	Capital stock	$200,000
Cost of equipment	200,000	Funded debt	200,000
Total	$400,000	Total	$400,000

Officers.—Pres. Francis J. Crilly, Sec. & Treas. C. M. Bates, Supt. H. B. Westcott.

Directors.—R. E. Wright, John B. Hoefgen, Loftin E. Johnson, Samuel Harris, C. M. Bates and Francis J. Crilly, Allentown, Pa.; John Honeclser, Easton, Pa.

Date of information, Aug., 1901. b

ALLIANCE, O.

Population in 1880, 4,634; in 1890, 7,607; in 1900, 10,000.

Alliance Electric Railway Co.—This road is owned by the Stark Electric Ry. Co.

CAPITAL STOCK, authorized, $100,000; issued, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 4 motor cars; 160 H. P. station plant, Phœnix Iron Works engines, Gen. Elec. dynamos, West. motors, Brill and Laclede cars.

OFFICERS.—Pres. D. Morison, V. Pres. C. R. Morley, Sec. & Treas. E. Wiebenson, Supt. W. J. Berry.

GENERAL OFFICE, 636 Main St.

REFERENCE.—Description of park, (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

ALTON, ILL.

Population in 1880, 8,965, in 1890, 10,294, in 1900, 14,210; estimated population of Alton, Upper Alton and North Alton, 21,000.

Alton Railway, Gas & Electric Co.—Chartered June, 1899, for 99 years. Annual meeting in Jan. This company is the successor to the Alton Ry. & Illuminating Co., which was chartered July, 1895, a consolidation of the Alton Electric Street R. R. Co., the Alton Improvement Association and the Alton & Upper Alton Horse Ry. & Carrying Co. The new company has recently purchased the property of the Alton Gas & Electric Co. from the bondholders, who took the property under foreclosure, July 1, 1899, and the Alton Electric & Service Co., sold under foreclosure, Nov. 14, 1900.

FRANCHISES.—Franchises granted in 1867 in perpetuity, and in 1896 for 20 years. Renewed and extended for 50 years from Nov. 25, 1898. Electric light franchise granted in 1896 for 20 years, renewed and extended for 50 years, from Nov. 25, 1898. Gas franchise granted in 1867, in perpetuity. Heating franchise granted in 1899, in perpetuity.

CAPITAL STOCK, authorized and issued, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $250,000, in escrow, $250,000 (see note); coupon, but may be registered; dated Oct. 1, 1899, due 1939; denom. $1,000; int. payable at office of North American Trust Co., of New York, trustee.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to retire underlying bonds on parts of plant.

OPERATION.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$48,888	$52,312	$61,913	$72,664
" electric lighting	28,262	28,231	29,609	34,652
" from other sources	437	271	15,053	21,578
" total	77,587	80,814	106,575	128,894
Operating expenses	36,759	39,187	56,072	66,529
Earnings from operation	40,826	41,627	50,503	62,366
Deductions from earnings.				
Interest	15,048	14,392	20,375	19,389
Taxes	2,625	2,338	2,595	2,761
Legal exp. and attorneys fees	5,546	1,695	700	6,907
Net income	17,608	23,202	26,833	33,309

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1899.	1900.
Plant and property	$909,258	$1,056,740
Extensions	37,198	
Accounts receivable	7,638	12,664
Cash	15,280	12,142
Materials and supplies	4,266	12,370
Operating expenses, 6 mos		30,610
Interest and taxes		7,930
Contracting account	615	
Annual expenses	1,550	
Total	$975,805	$1,132,456
LIABILITIES.		
Capital stock	$500,000	$500,000
Funded Debt	375,000	462,000
Bills and acts. payable	4,096	8,450
Earnings, 6 mos		62,006
Contracting account	1,360	
Profit and loss (surplus)	95,349	100,000
Total	$975,805	$1,132,456

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. 60 lb. and 70 lb. girder and T rail; 8 horses, 18 motor cars; 1,250 H. P. engines, Buckeye engines, Brush, Gen. Elec. and Fort Wayne dynamos, Walker and Gen. Elec. motors, Laclede cars, Peckham trucks.

ELECTRIC LIGHT PLANT.—600 H. P. operating 210 arc lights and 12,000 incandescent lights and 175 H. P. of motors.

GAS PLANT.—Retort capacity, 75,000 cu. ft. coal gas daily; 8 miles of mains.

HEATING PLANT, 2 miles of mains.—Forced hot water circulation, with capacity for 75,000 ft. of radiation. Started Jan. 1, 1900.

OFFICERS.—Pres. Treas. & Pur. Agt. Joseph F. Porter, V. Pres. O. S. Stowell, Sec. H. S. Baker, Supt. Ry. Dept. W. E. Porter, Aud. H. E. Weeks.

DIRECTORS.—C. A. Caldwell, G. M. Ryrie, O. S. Stowell, S.H. Baker, J. F. Porter.

GENERAL OFFICE.—205 Market St., Alton, Ill.

Date of information, Feb., 1902. z

Alton & East Alton Railway and Power Co.—This road is not yet in operation.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OFFICERS.—Pres. ———— V. Pres. G. M. Ryrie, Sec. Treas. and Man. J. F. Porter.

DIRECTORS.—C. A. Caldwell, O. S. Stowell, G. M. Ryrie, H. C. Priest, J. F. Porter.

GENERAL OFFICE, 205 Market St., Alton, Ill.

Date of information, Feb. 1902. z

ALTOONA, PA.

Population in 1880, 19,710, in 1890, 30,337, in 1900, 38,973.

The Altoona & Logan Valley Electric Railway Co.—Chartered Dec. 12, 1892, for 999 years. Annual meeting, Jan. This company owns and operates the lines of the City Passenger Ry. Co., of Altoona, and controls the Lakemont Park Co. On Mar. 1, 1901, the American Railways Co. secured control of this company by purchase of a large majority of the stock.

Capital Stock, authorized, $500,000, issued, $415,350; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized, $500,000, outstanding, $470,500, in treasury (see Note), $29,500; dated July 1, 1893, due July 1, 1923; denom. $500 and $1,000; int. payable Jan. and July, at office of Cassatt & Co., of Philadelphia, and First National Bank of Altoona; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The mortgage deed provides that not less than 1 p. c. of the bonds outstanding shall be retired annually, from July 1, 1894, and $29,500 have already been so retired.

The bonds may be called for payment after July, 1903, at twenty-one days' notice, at 105 and accrued interest.

Franchises.—Granted 1893 in perpetuity, conveying exclusive rights for Hollidaysburg, and right for double track railroad, thence to Altoona, and from Altoona to Bellwood; also exclusive rights in Bellwood.

Operation.—Year ending Dec. 31. ——June 30,——

	1896.	1898.	1899.	1900.	1901.
Receipts from pass	$89,446	$77,936	$77,154	$92,074	$106,677
" other sources	818	240	8,628	11,263	20,586
" total	90,264	78,176	85,782	103,337	127,263
Operating expenses	47,442	40,576	38,871	47,982	53,259
Earnings from operat'n	42,822	37,600	46,911	55,355	74,004
Deduc. from earnings.					
Int. on bonds	25,000	25,000	25,000	25,000	25,000
Sinking fund	5,000	5,000	5,000	5,000	
Taxes	3,350	4,399	4,142	4,090	5,427
Rentals		1,373	1,375	12,500	
Other expenses					1,506
Income	9,472	1,828	11,394	8,765	42,071
Dividend on investment	5,074	8,457			26,122
Net income	14,546	10,285	11,394	8,765	15,949
Dividends paid, 2½ p. c.	9,446				26,122
To surplus account	5,100	10,285			15,949
Total surplus account	27,394	36,218	38,249	59,514	
P.c. op.exp. to total rcpts	53	52	45	46.4	41.8

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment	$601,124	$641,794	$667,684
Stock of other companies	315,000	315,000	315,000
Cash	13,071	12,607	17,037
Open accounts	31,042	6,361	16,563
Material and supplies			11,664
Bills receivable			6,601
Unexpired insurance			1,225
Capital from earnings		77,444	
Total	$960,237	$1,053,206	$1,035,775
LIABILITIES.			
Capital stock	$380,350	380,350	$415,350
Funded debt	475,000	475,000	470,500
Stock to be issued		77,444	
Accrued interest,	2,738	18,988	
Loans	34,057		
Dividends unpaid			16,614
Accounts payable	29,843	30,493	5,981
Special funds		11,417	7,133
Profit and loss (surplus)	38,249	59,514	120,197
Total	$960,237	$1,053,206	$1,035,775

Plant and Equipment.—Miles of main line, 17, of second track, 2, of sidings, 1.5, total track owned (electric), 20.5, operated (City Passenger Ry.), 9; gauge, 5 ft. 3 in.; 56 lb. and 60 lb. T and 73 lb. girder rail; 27 motor cars, 16 trail cars; 1250 H. P. engines, 925 K. W. dynamos, Allis and Altoona engines, Heine boilers, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and St. Louis cars.

Officers.—Pres. Samuel G. DeCoursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. S. S. Crane, Ch. Engr. of Power Station L. M. Wilson.

Please note date of information at end of each report.

Directors.—S. G. DeCoursey, H. J. Crowley, C. L. S. Tingley, John Lloyd, M. H. Canan.

General Office, Altoona, Pa.

References.—Description of road, Vol. X, Mar., '94, p. 156 (ill.); pleasure resorts (brief), Vol. XII, July, '96, p. 414.

Date of information, Mar., 1902. z

City Passenger Railway Co. of Altoona.—Chartered June 15, 1889, for 90 years. Annual meeting, Jan. On Mar. 1, 1901, the American Railways Co. secured control of this road by purchase of a large majority of the stock.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends payable in Jan. and July. Since June 30, 1896, $174,550 of the capital stock of this company has been owned by the Altoona & Logan Valley Electric Ry. Co.

Funded Debt.—First mortgage, 5 p. c. registered bonds, authorized and issued, $50,000; dated Jan. 15, 1892, due 1912; denom. $200, $500 and $1,000; int. payable Jan. and July, at offices of the company and First National Bank of Altoona; trustee of mortgage, A. J. Riley, of Altoona.

Franchises.—Granted in 1882 for 90 years.

Operation.—Year ending Dec. 31, / June 30,

	1896.	1898.	1899.	1900.	1901.
Receipts from pass.....	$62,208	$67,638	$71,280	$87,582	$95,685
" other sources..	576	175	186	1,400	295
" total.....	62,884	67,813	71,466	88,982	95,980
Operating expenses....	478,711	47,783	50,879	56,673	55,713
Earnings from operat'n.	14,173	20,030	20,587	32,309	40,267
Deduc. from earnings.					
Interest on bonds..	2,500	2,500	2,500	2,500	2,500
Taxes.....	1,582	1,620	1,751	2,280	3,058
Rentals.....	100				
Net income.....	9,991	15,910	16,336	27,529	34,709
Imp'vem'ts & betterm'ts.		8,500	6,480	5,000	
Dividends paid.....	6,000	5,000	10,000		20,000
P.c.op.exp. to total rects.	81	70	71	63.7	58.1

Balance Sheet.—Dated Dec. 31, / June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment..	$250,000	$250,000	$250,000	$250,000
Cash assets.....	9,833	17,116	29,815	34,100
Other assets.....	1,603	1,100	5,887	737
Total.....	$261,437	$268,216	$285,702	$284,838
LIABILITIES.				
Capital stock.....	$200,000	$200,000	$200,000	$200,000
Funded debt.....	50,000	50,000	50,000	50,000
Bills payable.....		4,963	4,270	3,950
Unpaid dividends.....				10,000
Other liabilities.....	4,074	4,350		2,389
Profit and loss (surplus).....	7,363	8,903	31,432	18,499
Total.....	$261,437	$268,216	$285,702	$284,838

Plant and Equipment.—Miles of track (electric), 9; gauge, 5 ft. 3 in.; 60 lb. T and 73 lb. girder rail; 23 motor cars and 6 trail cars, 700 H. P. engines and boilers, Altoona engines and boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill trucks; power furnished by A. T. & L. V. E. Ry. Co.

Officers.—Same as Altoona & Logan Valley Elec. Ry. Co.

Directors.—S. G. DeCoursey, H. J. Crowley, C. L. S. Tingley, John Lloyd, W. V. Hughes.

General Office, Altoona, Pa.

References.—Increase of stock, Vol. IX, Feb., '93. p. 128.

Date of information, Mar., 1902. z

AMESBURY, MASS.

Population, in 1890, 9,800, in 1900, 9,473.

Amesbury & Hampton Street Railway Co.—The road was placed in operation in the towns of Amesbury and Salisbury on July 1, 1899, and on July 25, 1900, this road was leased to the Exeter, Hampton & Amesbury St. Ry. Co., of Exeter, N. H., with which it connects at the state line, for 25 years from July 1, 1900. The lessee guarantees payment of interest on the bonds and dividend on the capital stock of this company.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $50,000; dated Oct. 1, 1899, due 1919; denom. $1,000.

OPERATION.—	July 1 to Sept. 30, 1899.	July 1, 1900.
Gross receipts.....	$ 4,632	$ 5,155
Operating expenses.....	2,612	3,640
Earnings from operation.....	2,020	1,515
Deductions from earnings.		
Interest.....		2,500
To surplus account.....		*985
Total surplus account.....		1,035

STATISTICS OF TRAFFIC.	1900.	1901.
Revenue, passengers carried.....	92,438	81,394
Car miles run.....	21,424	32,264
Total receipts per car mile.....	$.211	$.159
Operating expenses per car mile.....	.122	.112

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road.....	$ 67,136	$ 70,267	$133,636
" " equipment.....	25,388	27,385	27,385
Other permanent investments.....	9,760	9,760	27,760
Cash and current assets.....	2,261	401	51
Total.....	$104,545	$107,813	$188,833
LIABILITIES.			
Capital stock.....	$ 50,000	$ 50,000	$100,000
Funded debt.....		50,000	50,000
Current liabilities.....	52,525	6,778	35,798
Profit and loss (surplus).....	2,020	1,035	3,035
Total.....	$104,545	$107.813	$188,833

PLANT AND EQUIPMENT.—Miles of track (electric), 8.9; gauge, 4 ft. 8½ ins.; 11 motor cars, Lorain Steel Co.

OFFICERS.—Pres. Harrison A. Royce, Sec. Henry F. Carey, Treas. Henry A. Tenney, Gen. Man. Albert E. McReel.

DIRECTORS.—H. A. Tenney, F. P. Royce, C. H. Tenney, F. P. Mooney, H. A. Royce, Edwin R. Briggs, Richard E. Briggs.

GENERAL OFFICE, 60 State St., Boston, Mass.

Date of information, Jan., 1902. b z

AMHERST, MASS.

Population in 1880, 4,298, in 1890, 4,512, in 1900, 5,028.

The Amherst & Sunderland Street Railway Co.—Chartered Feb. 27, 1896. Annual meeting second Tuesday in Nov. This company commenced operation June 18, 1897.

CAPITAL STOCK, authorized $50,000, issued, $53,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $51,500; due Jan. 1, 1922; denom. $500; int. payable Jan. & July, at First National Bank, Amherst; trustee of mortgage E. D. Bangs.

Debenture bonds, $2,800.

OPERATION.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Total receipts.....	$10,601	$11,214	$10,688	$14,694
Operating expenses.....	12,349	8,734	8,413	11,207
Earnings from operation..	*1,748	2,480	2,275	3,486
Deductions from earnings				
Interest.....	1,129	1,204	1,110	
Taxes.....	231	143	297	1,847
Other deductions.....	540	289	202	
Net income.....	*3,650	844	666	1,639
Dividends.....			440	880
To surplus account.....			226	759
Total surplus account.....	*3,582	*2,738	*2,512	*1,753

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1899.	1900.	1901.
Revenue passengers carried.....	215,955	208,731	292,735
Car miles run.....	61,869	65,864	103,643
Total receipts per car mile.....	$.181	$.162	$.142
Operating expenses per car mile.....	.141	.128	.108

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....	$27,976	$28,050	$28,080	$65,830
" equipment.....	8,536	8,573	8,573	12,910
Land and buildings.....	6,540	6,069	6,087	19,327
Cash and current assets.....	1,048	617	713	442
Miscellaneous assets.....		578	635	1,218
Profit and loss (deficit).....	3,582	2,738	2,512	1,753
Total.....	$47,683	$46,625	$46,600	$101,483
LIABILITIES.				
Capital stock.....	$22,000	$22,000	$22,000	$48,000
Funded debt.....	21,500	21,500	21,500	21,500
Debenture bonds.....	2,800			
Current liabilities.....	1,383	3,125	3,100	31,982
Total.....	$47,683	$46,625	$46,600	$101,483

PLANT AND EQUIPMENT.—Miles of track (electric), 10.44; gauge, 4 ft. 8½ ins.; 56 lb. rail; 6 motor cars; 400 H. P. station plant; Erie City and Phœnix engines, West. dynamos and motors, Wason and Briggs cars, Peckham trucks.

Please note date of information at end of each report.

OFFICERS.—Pres. Walter D. Cowls, V. Pres. & Treas. M. A. Dickinson, Sec. Chas. H. Edwards, Gen. Man. L. N. Wheelock.

DIRECTORS.—M. A. Dickinson, H. B. Edwards, T. L. Paige, Amherst, Mass.; Walter D. Cowls, George E. Fisher, North Amherst, Mass.; Levi Stockbridge, F. A. Cadwell, Sunderland, Mass., T. L. Whittemore.

GENERAL OFFICE, Amherst, Mass.

Date of information, Jan., 1902. z

AMSTERDAM, N. Y.

Population in 1880, 9,466, in 1890, 17,336, in 1900 (local estimates), 25,000.

Amsterdam Street Railroad Co.—Chartered Feb. 5, 1873. Annual meeting second Monday in Dec. Fiscal year ends June 30. Reorganized Oct. 10, 1898. The capital stock of this company is now controlled by the Fonda, Johnstown & Gloversville R. R. Co.

CAPITAL STOCK, authorized, $250,000, issued, $239,800.

FUNDED DEBT.—First mortgage (see Note) gold bonds, authorized, $200,000, issued, $159,000, in treasury, $41,000; dated Oct. 1, 1890, due 1920; int. payable Apr. and Oct.; trustee of mortgage, State Trust Co., of New York.

First mortgage 5 p. c. income bonds authorized, $20,000; outstanding, $19,000; due 1920.

Second mortgage 5 p. c. income bonds authorized, $30,000, outstanding, $29,430; due 1920. Real estate mortgage, $2,000.

NOTE.—Of the first mortgage gold bonds issued, $50,000 bear interest at 5 p. c. and $109,000 at 4 p. c.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$22,038	$24,255	$26,706	$28,391	$30,671
" other sources.	17,370	21,168	20,244	21,867	23,987
" total.	39,408	45,422	46,950	50,258	54,658
Operating expenses.	30,362	32,386	31,988	37,036	36,450
Earnings from operation.	9,045	13,036	14,962	13,222	18,208
Deductions from earnings.					
Int. on funded and floating debt, due and accrued.	10,200	10,200	6,397	6,980	7,313
Loans.	561	388		586	
Taxes.	942	1,712	1,439	1,730	1,953
Net income.	*2,657	736	7,126	3,926	8,942
To surplus account.			1,684	3,926	
Total surplus account.	*3,816	*5,442	†26,128	24,972	28,664

*Deficit.

†Credits to profit and loss account during fiscal year $24,444.

Charged to profit and loss account during fiscal year 1900, $5,082.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses.	$ 5,152	$ 5,889	$ 6,570	$ 8,538	$ 6,623
Transportation expenses.	19,518	19,549	19,155	21,324	25,117
Main. of way and bldgs.	1,715	3,237	2,947	2,919	1,534
" " equipment.	3,977	3,711	3,316	4,256	3,176
Total.	$30,362	$32,386	$31,988	$37,037	$36,450

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Revenue pass. carried.	452,535	639,241	685,367	599,684	738,444
Transfer " "				122,811	33,230
Car miles run.	185,143	189,938	201,802	236,103	321,509
Total recpts. per car mile.	$.213	$.239	$.232	$.212	$.170
Oper'g exp. per car mile.	.164	.171	.158	.157	.113

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Road equip. and light and power plant.	$459,431	$459,606	$469,776	$474,074	$619,156
Cash.	996	3,063	4,737	3,448	3,082
Bills receivable.	2,030	2,314	2,514		
Open accounts.	9,866		10,386	17,686	2,578
Other assets.		9,630	1,178	952	686
Supplies.	8,713	8,562	2,289	1,416	1,776
Profit and loss (def.).	3,816	5,442			
Total.	$484,852	$488,616	$490,880	$497,576	$627,279
LIABILITIES.					
Capital stock.	$250,000	$250,000	$239,800	$239,800	$239,800
Funded debt.	170,000	170,000	207,430	209,430	209,430
Accrued interest.	35,900	44,520	1,715	1,715	1,715
Accounts payable.	3,167	9,129	11,500	16,600	144,876
Bills payable.	9,844	9,470	749	2,641	
Open accounts.	15,942	5,496	3,558	2,418	2,794
Profit and loss (sur.).			26,128	24,972	28,664
Total.	$484,852	$488,616	$490,880	$497,576	$627,279

PLANT AND EQUIPMENT.—Miles of track (electric), 5.73; gauge, 4 ft. 8½ in.; 73 lb. to 45 lb. girder rail; 21 motor cars; 1 snow plow 1 sweeper; Ball engines, Gen. Elec. dynamos and motors, Jones, Stephenson and Jackson & Sharp cars.

OFFICERS.—Pres. J. Ledlie Hees, Fonda, N. Y.; Sec. & Treas. Geo. M. Place, Gloversville, N. Y.; Supt. Julian DuBois.

DIRECTORS.—J. Ledlie Hees, Fonda; G. Levor, Geo. M. Place, S. H. Shotwell, Erastus Darling, Z. B. Whitney, A. J. Zimmer, all of Gloversville, N. Y.; Jno. G. Ferries, Jas. I. Younglove, Jas. Stewart, Johnstown, N. Y.; William Harris, Northville, N. Y.; Jacob Freedman, Albany, N. Y.

GENERAL OFFICE, 98 E. Main St., Amsterdam, N. Y.

Date of information, Mar., 1902. z

Amsterdam-Hageman Traction Co.—Incorporated May 24, 1900, to construct an electric railway from Amsterdam to Hageman, about 5 miles. This company failed to obtain certificate from the Railroad Commissioners, and was therefore unable to commence construction. The franchises owned by this company have been secured by the Ballston Terminal R. R. Co., which will extend its lines from Ballston Spa to Amsterdam.

CAPITAL STOCK, authorized $100,000.

DIRECTORS.—Wm. K. Archbold, Robert R. Reid, N. Y. City; Paul T. Brady, Robert E. Drake, Simon B. Storer, Syracuse; J. G. Kaelber, Rochester; W. B. Dunlap, Wm. H. Cornell Buffalo.

Date of information, Mar., 1902. z

ANDERSON, IND.

Population in 1880, 4,126, in 1890, 10,741, in 1900 (local estimates), 25,000.

Union Traction Co. of Indiana.—This company is a consolidation, on June 28, 1899, of the Union Traction Co. of Anderson, the Citizens Street Ry., of Muncie, the Marion City Ry., of Marion and the Elwood Electric Street Ry., of Elwood. Annual meeting, second Tuesday in Mar. The new company commenced operation of these consolidated properties July 1, 1899, and it also has in operation an interurban line from Anderson, via Alexandria to Marion and another from Alexandria west to Elwood, and from Muncie to Indianapolis. In Dec., 1900, a central power station, with storage batteries at Anderson, operating on the three-phase system, with sub-stations each having storage batteries, was built with a capacity of 6000 H. P. in three units.

CAPITAL STOCK, common, authorized and issued, $4,000,000, preferred, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,200,000, in escrow (see note), $800,000; dated July 1, 1899, due 1919; denom. $1000; int. payable at office of City Trust Co. of New York, trustee of mortgage.

The Anderson Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds outstanding, $150,000; int. payable June and Dec. at the office of Farmers' Loan & Trust Co., of Mew York, trustee of mortgage.

The Citizens' St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $250,000, outstanding, $224,500; coupon, but may be registered; dated Dec, 1, 1897, due 1927; denom. $1,000; int. payable at office of the Guarantee Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

The Marion City Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, $400,000; dated May 1, 1895 due, 1915; denom. $1000; int. payable May and Nov. at office of National Broadway Bank, New York; trustee of mortgage, Mr. Francis A. Palmer.

NOTE.—$800,000 of the first mortgage bonds of the Union Traction Co. of Indiana are held in escrow to retire the bonds of the constituent companies at maturity as stated above. The Union Traction Co.'s (of Anderson) bonds, $600,000, were cancelled.

OPERATION.—6 mos. ending Dec. 31, / Year ending Dec 31,	1899.	1900.	1901.
Gross receipts.	$243,334	$447,616	$752,524
Operating expenses.	112,640	247,045	422,675
Earnings from operation.	130,694	211,571	329,849
Interest.	109,820	177,946	*287,240
Net income.	20,874	22,625	42,609
Car miles run.			3,745,874

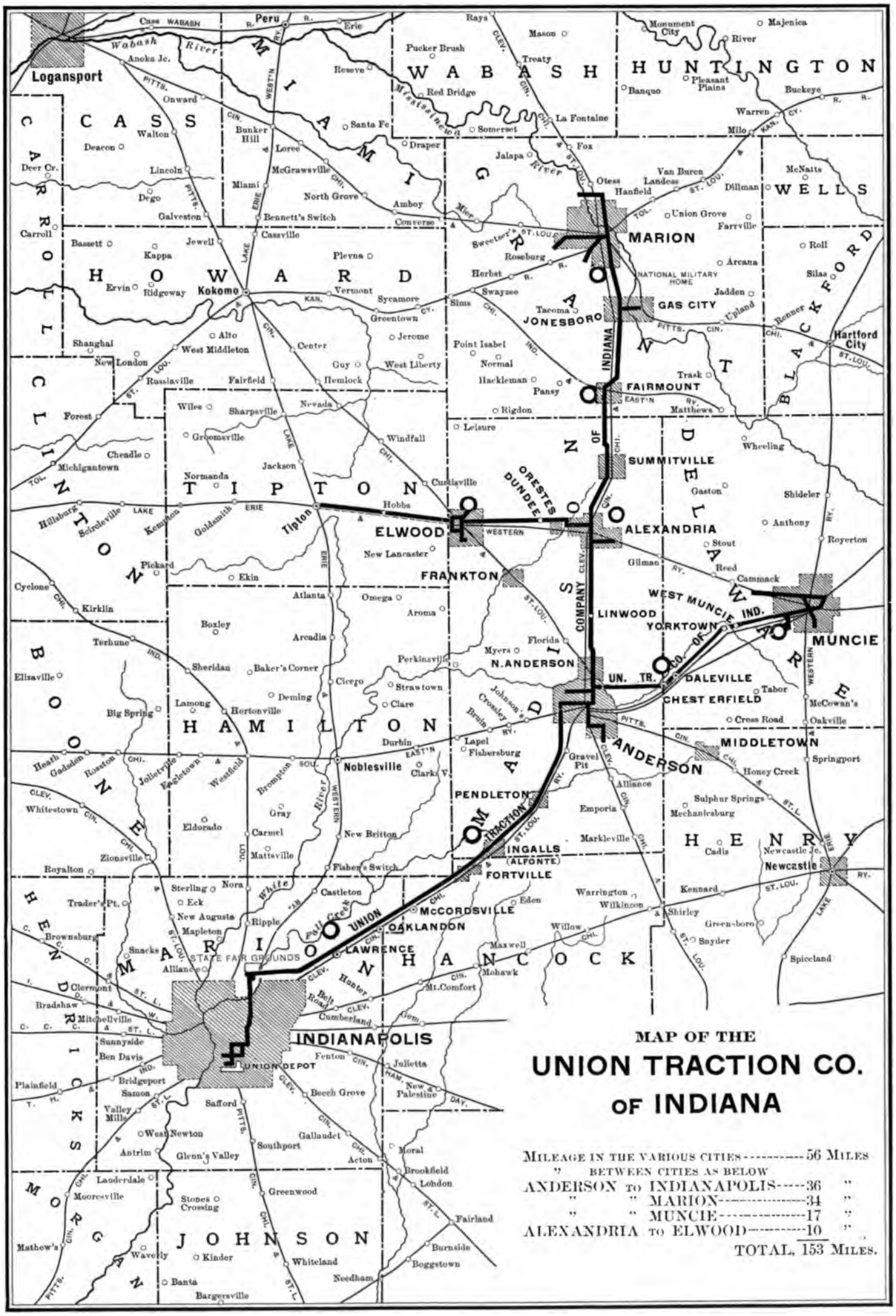
* Including accrued dividend on preferred stock.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation (Jan., 1901), 164; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. rail; 166 cars, of which 67 are motor cars and 99 trail cars; West., Gen. Elec. and Siemens & Halske dynamos and motors, Barney & Smith and St. Louis cars and trucks.

OFFICERS.—Pres. & Gen. Man. Geo. F. McCulloch, Anderson; V. Pres. Philip Matter, Marion; Sec. J. A. Van Osdol, Anderson; Treas. & Aud. William C. Sampson, Pur. Agts, C. W. McGuire, Master Mechanic J. S. Hamlin, Anderson.

DIRECTORS.—Philip Matter, J. A. Van Osdol, Geo. F. McCulloch, Wm. C. Sampson, Muncie; Randal Morgan, Philadelphia; J. Levering Jones, Philadelphia, Pa.; W. Kesley Schoepf, Cincinnati, O.

GENERAL OFFICE, Anderson, Ind.



MAP OF THE

UNION TRACTION CO. OF INDIANA

MILEAGE IN THE VARIOUS CITIES	56 MILES
" BETWEEN CITIES AS BELOW	
ANDERSON TO INDIANAPOLIS	36 "
" " MARION	34 "
" " MUNCIE	17 "
ALEXANDRIA TO ELWOOD	10 "
TOTAL,	153 MILES.

REFERENCES.—Anderson Electric Street Ry. Co., operating detail (brief), Vol. XII, June, '96, p. 359; description of parks (brief), Vol. XIII, Mar., '97, p. 152; Union Traction Co., description of road, Vol. XIV, Dec., '98, p. 771 (ill.); brake tests, Vol. XVIII, Dec. 7, '01, p. 817 (ill.); operating detail, Vol. XVIII, Dec. 7, '01, p. 821 (ill.).

Date of information, Mar., 1902. z

For map of road see page 11.

ANGOLA, IND.

Population, in 1890, 1,840, in 1900 (local estimate), 6,000.

Goshen & Indiana Traction Co.—Chartered Sept. 5, 1899, to construct an electric railway extending from the city of Goshen to Angola, through La Grange, Lima, Brighton, Orland and Nevada Mills. The company owns its own rights of way independent of highways, and also has all city and town franchises.

CAPITAL STOCK, authorized, $200,000, issued, $110,000.

PROPOSED PLANT AND EQUIPMENT.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 16 cars of which 10 are motor cars and 6 trail cars, 600 H. P. Station Plant.

OFFICERS.—Pres. F. S. Roby, V. Pres. & Gen. Man. W. W. Hatch, Sec. J. F. Schumann, Treas. & Elecn. T. M. Hatch, Ch. Engr. C. A. Shackford.

DIRECTORS.—F. S. Roby, M. E. Griswold, S. A. Wood, W. W. Hatch, J. F. Schumann.

GENERAL OFFICE, Angola, Ind.

Date of information, Dec., 1901. d

ANNISTON, ALA.

Population in 1880, 942, in 1890, 9,998, in 1901, 11,195.

The Anniston Electric & Gas Co.—Chartered Nov. 3, 1899. Annual meeting third Tuesday in October. This company is a consolidation of the Anniston Electric Co., which was the successor to the Anniston Street Ry. Co., with the Oxford Lake Line and the Anniston Gas & Light Co. Operation of the consolidated railway, electric lighting and gas properties was commenced on Dec. 1, 1899.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p c. gold coupon bonds, authorized, $300,000, issued, $222,000, held in escrow, $78,000; dated Dec. 1, 1899, due 1929; denom. $100 and $500; int. payable June and Dec. at the office of the Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

Bonds held in escrow may be issued for improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.25; gauge 4 ft. 8½ in.; 35 lb. to 50 lb. T rail; 15 motor cars; Gen. Elec. motors, 450 H. P. Station Plant, Stephenson cars, Lorain Steel Co. trucks.

OFFICERS.—Pres. James O. Carr, Sec. & Treas. H. M. Francis, Gen. Man. & Supt. Howard W. Sexton.

DIRECTORS.—James O. Carr, H. M. Francis, Schenectady, N. Y.; Charles T. Hughes.

GENERAL OFFICE, Anniston, Ala. New Jersey Office, 60 Grand St., Jersey City.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1902. z

ANOKA, MINN.

Population in 1880, 2,706, in 1890, 4,252, in 1900, 5,928.

Anoka Street Railway Co.—The franchises, equipment, etc., of this company have been leased to the city for 5 years from 1898.

PLANT AND EQUIPMENT.—Miles of track, 3; 6 horses; 3 horse cars.

Date of information, Feb., 1901. z

APPLETON, WIS.

Population in 1880, 8,005, in 1890, 11,869, in 1900, 15,085.

Appleton Electric Light & Power Co.—This company is the successor to the Appleton Edison Electric Co., which was sold Feb., 1896, under foreclosure of mortgage. In Jan., 1900, this property was purchased by the Fox River Electric Ry. & Power Co., of Green Bay, Wis.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $135,000 (including funded debt of lighting plant).

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John I. Beggs, Milwaukee, Wis.; Sec. & Treas. Henry D. Smith; Supt. F. G. Kurz.

GENERAL OFFICE, College Ave.

Date of information, Jan., 1901. z

Fox River Valley Electric Railway Co.—In Jan., 1900, this property was purchased by the Fox River Electric Ry. & Power Co., of Green Bay, Wis.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars.

OFFICERS.—Pres. Henry C. Payne, Milwaukee, Wis.; V. Pres. E. W. Collister, Cleveland, O.; Sec. & Treas. Henry D. Smith, Gen. Man. W. H. Holcomb.

GENERAL OFFICE, Appleton, Wis.

Date of information, Jan., 1901. x

ASBURY PARK, N. J.

Resident population, about 5,000.

Atlantic Coast Electric Railroad Co.—Chartered Apr. 11, 1895, for 999 years. Annual meeting in Apr. This company leases the property of the Seashore Electric Ry. Co., of Asbury Park, and owns the entire capital stock of the West End & Long Branch Ry. Co., the Asbury Park & Sea Girt Electric R. R. Co., and the Atlantic Coast Electric Light Co., and $150,000 of the stock of the Seashore Electric Ry. Co. In Mar., 1902, this road was placed in the hands of a receiver.

CAPITAL STOCK, authorized and issued, $1,500,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $800,000, in escrow (see Note), $200,000; dated 1895, due May 1, 1945; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

General mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $460,000; dated 1896, due 1946; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

Atlantic Coast Electric Light Co.'s first mortgage, outstanding, $237,000; dated June 1, 1896, due June 1, 1945; int. payable at office of the State Trust Co., of N. Y., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions only; $200,000 of the first mortgage bonds are held in escrow to retire a like amount of the bonds of the Seashore Electric Ry. Co.

OPERATION.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers...	$170,738	$190,804	$188,956	$188,762
" other sources.....	60,028	67,541	79,846	31,899
" total.....	230,766	258,345	268,802	220,661
Operating expenses.....	67,903	169,838	155,327	112,185
Earnings from operation....	162,863	88,507	113,475	108,476

PLANT AND EQUIPMENT.—Miles of track (electric), 26.5; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. girder rail; 70 cars, of which 45 are motor cars and 25 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Brill and St. Louis cars.

OFFICERS.—Pres. W. E. Benjamin, V. Pres. Daniel O'Day, Sec. & Treas. A. C. Twining, Gen. Man. Pur. Agt. & Elecn. S. F. Hazelrigg.

DIRECTORS.—G. B. M. Harvey, John P. O'Brien, George F. Kroehl, A. C. Twining, L. T. Fell, Henry W. Poor, H. H. Rogers, D. O'Day, A. D. Chandler.

REFERENCES.—Description of road Vol. XII, Sept., '96, p. 505 (ill.); description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Mar., 1902. b

Seashore Electric Railway Co.—Chartered 1887. In 1896 this property was leased for 50 years to the Atlantic Coast Electric R. R. Co., which owns $150,000 of the capital stock.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated 1892, due 1917, but subject to call at 105 and int. in 1897; int. payable Jan. and July, at First Nat'l Bank, of Asbury Park.

Date of information, Mar., 1902. b

ASHEVILLE, N. C.

Population in 1880, 2,616, in 1890, 10,235, in 1900, 15,000.

Asheville Electric Co. This company was organized in 1900 to consolidate the street railways with the electric lighting and power companies in Asheville.

OFFICERS.—Pres. James H. Cutler, Sec. H. W. Plummer, Gen. Supt. G. E. Claflin.

GENERAL OFFICE, Asheville, N. C.

Date of information, Jan., 1902. z

Asheville Street Railroad Co.—This is a consolidation of the Asheville Street Ry. Co. and the Asheville Light & Power Co.

CAPITAL STOCK.—Common stock, issued, $100,000.

6 p. c. cumulative preferred stock, issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $50,000, issued, $26,500, dated July 1, 1888, due 1918; int. payable Jan. and July, at Atlantic Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. bonds, $73,500; dated July 1, 1893, due 1903; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. and 40 lb. center-bearing and T rail; 15 cars, of which 14 are motor cars and 1 trail car; 225 H. P. Armington & Sims engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. J. E. Rankin, Supt. Geo. E. Claflin.

Date of information, Dec., 1900. x

Intermontane Railroad Co.—This is the successor to the Asheville Loan, Construction & Improvement Co., and in Sept., 1900, was consolidated into the Asheville Electric Co.

Date of information, Dec., 1900. z

Asheville & Biltmore Street Railway & Transportation Co.—This company is the successor by purchase to the West Asheville & Sulphur Springs Railway Co., and in Sept., 1900, was consolidated into the Asheville Electric Co.

Date of information, Dec., 1900. z

Asheville & Weaverville Electric Railway & Power Co.—This company has commenced construction work on an electric railway connecting Asheville and Weaverville, to carry passengers and freight. Expected to be in operation Feb., 1901. In Sept., 1900, this company was consolidated into the Asheville Electric Co.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $80,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars and 8 freight cars; 450 H. P. station plant; water power.

OFFICERS.—Pres. D. J. Barnes, Sec. & Treas. O. D. Revell, Gen. Man. Geo. E. Claflin.

DIRECTORS.—D. J. Barnes, J. R. Baird, Jno. M. Ramsey, O. D. Revell, Asheville; J. B. Lotspeich, E. F. Van Diver, W. E. Weaver, Weaverville.

GENERAL OFFICE, Asheville, N. C.

Date of information, Dec., 1900. d

ASHLAND, KY.

Population of Ashland and Catlettsburg in 1880, 4,505, in 1890, 5,569, in 1900 (local estimates), 12,500.

Ohio Valley Electric Railway Co.—(For report of this property see Camden Interstate Ry. Co., Huntington, W. Va.)

ASHLAND, WIS.

Population in 1880, 951, in 1890, 9,956, in 1901 (local estimates), 13,200.

Ashland Light, Power & Street Railway Co.—Chartered Feb., 1896, as a successor to the Ashland Lighting & Street Ry. Co., which was sold under foreclosure of mortgage.

CAPITAL STOCK, authorized, $300,000, issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $150,000, issued $110,000; dated Jan. 2, 1896; due 1916; denom. $1,000; int. payable Jan. and July at office of Old Colony Trust Co., of Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 cars, of which 6 are motor cars and 6 trail cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres., Gen. Man. and Pur. Agt. G. W. Harrison, Sec. and Treas. G. F. Merrill, Elecn. M. H. Juhl.

REFERENCES.—Description of road, Vol. X, Feb., '94, p. 81 (ill.).

Date of information, Mar., 1902. z

ASHTABULA, O.

Population in 1880, 4,445, in 1890, 8,338, in 1900 (local estimates), 12,240.

Ashtabula Rapid Transit Co.—Chartered Oct. 7, 1890.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated July 1, 1891, due 1911; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 45 lb. and 70 lb. Johnson girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; Buckeye and Russell engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill cars.

OFFICERS.—Pres. F. B. Wagner, V. Pres. F. J. Wettach, Sec. and Treas. E. W. Savage, Supt. E. R. McDowell.

DIRECTORS.—F. B. Wagner, F. J. Wettach, D. B. Wick, George B. Raser, E. W. Savage.

Date of information, Dec., 1901. d

The Pennsylvania & Ohio Railway Co.—Chartered Mar., 1898, in perpetuity; municipal franchise granted Apr., 1898, for fifty years. Annual meeting second Tuesday in Feb. This road is now under construction and is to run westward from Conneaut to Ashtabula, Painesville and Geneva, to connect there with the Cleveland, Painesville and Eastern Ry. In Feb., 1902, the charter was amended to permit the building of a line to Jefferson, work on which will start as soon as possible.

CAPITAL STOCK, authorized, $700,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $600,000, issued, $450,000; dated 1901, due 1921; denom. $500; int. payable June and Dec., at the office of the Savings & Trust Co. of Cleveland, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), under construction, 16; gauge, 4 ft. 8½ in., 70 lb. rail; 1,500 H. P. station plant.

OFFICERS.—Pres. Thomas Fricker, V. Pres. W. F. Stanley, Sec. Thos. McGovern, Treas. B. W. Baldwin.

DIRECTORS.—Thomas Fricker, W. F. Stanley, E. L. Hills, B. W. Baldwin, F. Fortune, C. Lawyer.

GENERAL OFFICE, Ashtabula, O.

Date of information, Mar., 1902. z

ASTORIA, ORE.

Population in 1880, 2,803, in 1890, 6,184, in 1900 (local estimates). 14,000.

Astoria Electric Company.—Chartered Mar. 2, 1900, in perpetuity. Municipal franchise granted Feb. 6, 1900, for 75 years. Annual meeting April 1.

CAPITAL STOCK, authorized. $300,000, issued, $160,000.

FUNDED DEBT.—First mortgage bonds, authorized, $300,000.

PRESENT PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 3 ft. 6 in.; 30 lb. T, 38 lb. and 52 lb. girder rail; 9 motor cars; Russell engines, Gen. Elec. dynamos and motors, Brownell and own cars, Brill trucks.

OFFICERS.—Pres. Gen. Man. & Supt. C. A. Coolidge, V. Pres. S. S. Gordon, Sec. & Treas H. M. Bransford.

DIRECTORS.—C. A. Coolidge, S. S. Gordon, H. M. Bransford, Charles H. Page, Martin Foard, Astoria, Ore.

GENERAL OFFICE, 1427 Franklin Ave., Astoria, Ore.

REFERENCE.—Short description of road, Vol. IX, May, '93, p. 317.

Date of information, Mar., 1902. z

ATCHISON, KAN.

Population in 1880, 15,105, in 1890, 13,963, in 1900 (local estimates), 17,000.

Atchison Railway, Light & Power Co.—Chartered July, 1895, as the successor to the Atchison Railway, Electric Light & Power Co. This company controls the entire electric railway, electric lighting and gas systems of Atchison, and the capital stock and funded debt given below covers the lighting property as well as the electric railway. Municipal franchise granted in 1895 for 21 years. Annual meeting first Wednesday in Jan.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000; dated July 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July at office of Exchange National Bank, of Atchison; trustee of mortgage, Mercantile Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in., 45 lb. T rail; 20 cars, of which 9 are motor cars and 11 trail cars; Sioux City, Corliss, and Hamilton engines, Steel Motor Co. and Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. J. P. Pomeroy, V. Pres. W. P. Waggener, Sec. J. M. Chisham, Treas. C. S. Hetherington, Gen. Man. Supt. & Pur. Agt. C. M. Marshall, Elecn. F. J. Roth, Ch. Engr. of Power Station N. J. Burdick.

DIRECTORS.—W. P. Waggener, Geo. Starch, J. P. Pomeroy, J. P. Brown.

GENERAL OFFICE, Atchison, Kan.

REFERENCES.—Description of road (brief), Vol. XI, Jan., '95, p. 46 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 150; description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1902. z

ATHENS, GA.

Population in 1880, 6,099, in 1890, 8,627, in 1900 (local estimate), 11,250.

Athens Electric Railway Co.—Chartered Jan. 12, 1895, under new legislative act as the successor to the Athens Ry. Co. Rechartered June, 1895. This company also operates an extensive electric lighting and power plant.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds authorized, $100,000, issued, $93,000; dated July 1, 1896, due 1916; denom.

$500: int. payable Jan. and July in Columbus, Ga. and Athens, Ga.; trustee of mortgage Columbus Savings Bank, of Columbus, Ga.

OPERATION.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers	$	$14,312	$14,451	$19,864
" " other sources		19,345	23,200	19,861
" total	30,680	33,657	37,651	39,725
Operating expenses	11,905	12,453	13,925	14,901
Earnings from operation	18,775	21,204	23,726	24,824

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1899.	1900.
Cost of road and equipment	$170,407	$176,229
" " betterments	6,312	14,407
Accounts receivable	3,720	4,405
Cash	5,211	4,313
Supplies		1,480
Total	$185,750	$200,834
LIABILITIES.		
Capital stock	$ 50,000	$ 50,000
Funded debt	93,000	93,000
Bills and accounts payable	7,231	5,644
Accrued interest	2,790	2,865
Profit and loss (surplus)	32,729	49,325
Total	$185,750	$200,834

PLANT AND EQUIPMENT.—Railway plant: Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T rail; 9 motor cars; Ball engines; Detroit and Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp cars; water power of 900 H. P.

OFFICERS.—Pres. J. Y. Carithers, V. Pres. W. S. Holman, Sec. & Treas. W. T. Bryan, Gen. Man. & Pur. Agt. C. D. Flanigan, Supt. and Elecn. H. M. Hughes.

DIRECTORS.—J. Y. Carithers, W. S. Holman, W. T. Bryan, C. D. Flanigen, A. P. Dearing, J. J. Wilkins.

GENERAL OFFICE, Athens, Ga.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. x d

ATHOL, MASS.

Population in 1880, 4,307, in 1890, 6,319, in 1900, 7,061.

Athol & Orange Street Railway Co.—Chartered July 1, 1894.

CAPITAL STOCK, authorized and issued, $74,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Jan. 1, 1895, due 1915; denom. $1,000; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$32,363	$29,339	$29,824	$33,326	$35,987
" other sources	187	120		40	212
" total	32,550	29 459		33,366	36,199
Operating expenses	23,569	18,486	19,459	21,929	22,995
Earnings from operation	8,981	10,973	10,365	11,437	13,204
Deductions from earnings.					
Interest on funded debt.	3,000	3,000	3,000	3,000	3,000
Int. and discount on unfund'd dbts and loans.	197	154	181	136	
Taxes	75	1,849	90	1,169	1,942
Other deductions		495			
Net income	5,709	5,475	7,094	7,132	8,263
Dividends	4,800	4,800	4,800	4,800	5,380
Surplus	909	675	2,294	2.332	2,883
Total surplus	15,948	16,623	18,917	21,249	27,033
Per ct. op.exp.to total recpts.	72.4	62.7	65.2	65.7	63.5

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 2,777	$ 2,976	$ 4,864	$ 7,255	$ 7,234
Transportation expenses.	13,300	10,963	10,238	11,154	11,819
Main. of road and bldgs.	3,710	2,345	1,790	1,109	1,221
" " equipment	3,781	2,202	2,567	2,411	2,721
Total	$23,569	$18,486	$19,459	$21,929	$22,995

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Revenue pass. carried	660,319	602,227	600,933	682,783	736,002
Car miles run	176,828	114,075	111,338	134,671	137,056
Total recpts. per car mile.	$.184	$.258	$.268	$.247	$.264
Oper'g exps. per car mile.	.133	.162	.175	.162	.168

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$126,027	$126,832	$127,407	$127,407	$127,612
Other perm'nt invest	9,197	9,179	10,196	10,197	29,539
Cash assets	6,725	6,594	1,314	3,646	4,379
Bills and accts rec'ble.			2,000		
Miscellaneous assets	1,158	750	750	750	750
Total	$143,106	$143,373	$141,667	$142,000	$162,280
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 74,500
Funded debt	60,000	60.000	60,000	60,000	60,000
Loans and bills payable	6,000	6,000	2,000		
Int.accrued, not yet due.	1,158	750	750	750	750
Profit and loss (surplus).	15,948	16,623	18,917	21,250	27,030
Total	$143,106	$143,373	$141,667	$142,000	$162,280

PLANT AND EQUIPMENT.—Miles of track (electric), 7.32; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. George D. Bates, Sec Wm. D. Luey, Treas. Albert N. Ellis, Gen. Man. Wilson D. Smith, Elecn. H. H. Page.

DIRECTORS.—John W. Wheeler, Warren M. King, George D. Bates, Wilson D. Smith, Hollis H. Slate, Arthur F. Tyler, Wm. D. Luey.

GENERAL OFFICE, Athol, Mass.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1902. z

ATLANTA, GA.

Population in 1880, 37,409, in 1890, 65,533, in 1900, 89,872.

Georgia Railway & Electric Co.—This company was incorporated for the purpose of consolidating the electric railways and the electric lighting and steam heating plants of Atlanta, and in Feb., 1902, an ordinance was approved granting the consolidation of the Atlanta Railway & Power Co., the Atlanta Rapid Transit Co., the Georgia Electric Light Co. and the Atlanta Steam Heating Co., to take effect Apr. 1, 1902. The terms upon which the city has agreed to allow the companies to consolidate require a cash payment of $50,000, and an annual percentage of the gross receipts. For the first year 1 p. c. of the gross receipts will be charged; after that time, for a period of twenty years, 2 p. c. will be the rate. This is in lieu of all taxes not included in the *ad valorem* tax.

Capital Stock.—Common, $5,000,000, preferred, $1,800,000.

Funded Debt, 5 p. c. bonds, $11,000,000.

Officer.—Gen. Man. D. A. Belden.

Directors.—H. M. Atkinson, Dr. R. D. Spalding, Dr. A. W. Calhoun, G. T. Dodd, W. P. Inman, Anthony Murphy, J. C. Hallman, Judge J. L. Hopkins, Forrest Adair. F. E. Block, A. E. Thornton, E. P. Black.

General Office, Atlanta, Ga.

Date of information, Feb., 1902. x

For map of road see inset between pages 14 and 15.

Atlanta Railway & Power Co.—This company was organized on July 1, 1899, as the successor to the Atlanta Consolidated Street Ry. Co. The new company anticipated immediate consolidation with the Atlanta Ry. Co., but litigation prevented this consolidation until by court decision on Feb. 27, 1900, the injunction was removed and negotiations were thereafter completed. In Feb. 1902, an ordinance was approved granting the consolidation of this company with the Atlanta Rapid Transit Co., the Atlanta Steam Co. and the Georgia Electric Light Co., the new company to be called the Georgia Railway & Electric Co.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,000,000; dated July 2, 1900, due 1930; coupon, but may be registered, not subject to call; denom. $1,000; int. payable at office of Mercantile Trust and Deposit Co., of Baltimore, trustee of mortgage.

Atlanta Consolidated Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued and outstanding, $2,025,000, in treasury, $250,000, in escrow (see Note), $225,000; dated 1899, due July 1, 1939; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of New York Security and Trust Co., of New York; also at Mercantile Trust and Deposit Co., of Baltimore, Md., trustee of mortgage.

Atlanta Street R. R. Co.'s first mortgage 6 p. c. gold bonds, $225,000; dated 1890, due 1930; int. payable at Fourth National Bank, New York; trustee of mortgage, Central Trust Co., of New York.

The Atlanta Ry. Co.'s 5 p. c. bonds, issued, $300,000, have been called and cancelled.

Note.—Of the $6,000,000 mortgage $1,000,000 are held for future acquisitions, $2,275,000 are held to retire the 5 p. c. bonds of the Atlanta Consolidated St. Ry. Co.; dated 1899, which can not be called until July 1, 1904, when they will be retired; $225,000 are held to retire the Atlanta Street R. R. Co.'s 6 p. c. bonds which are not subject to call before maturity in 1930; $2,500,000 were sold to ac-

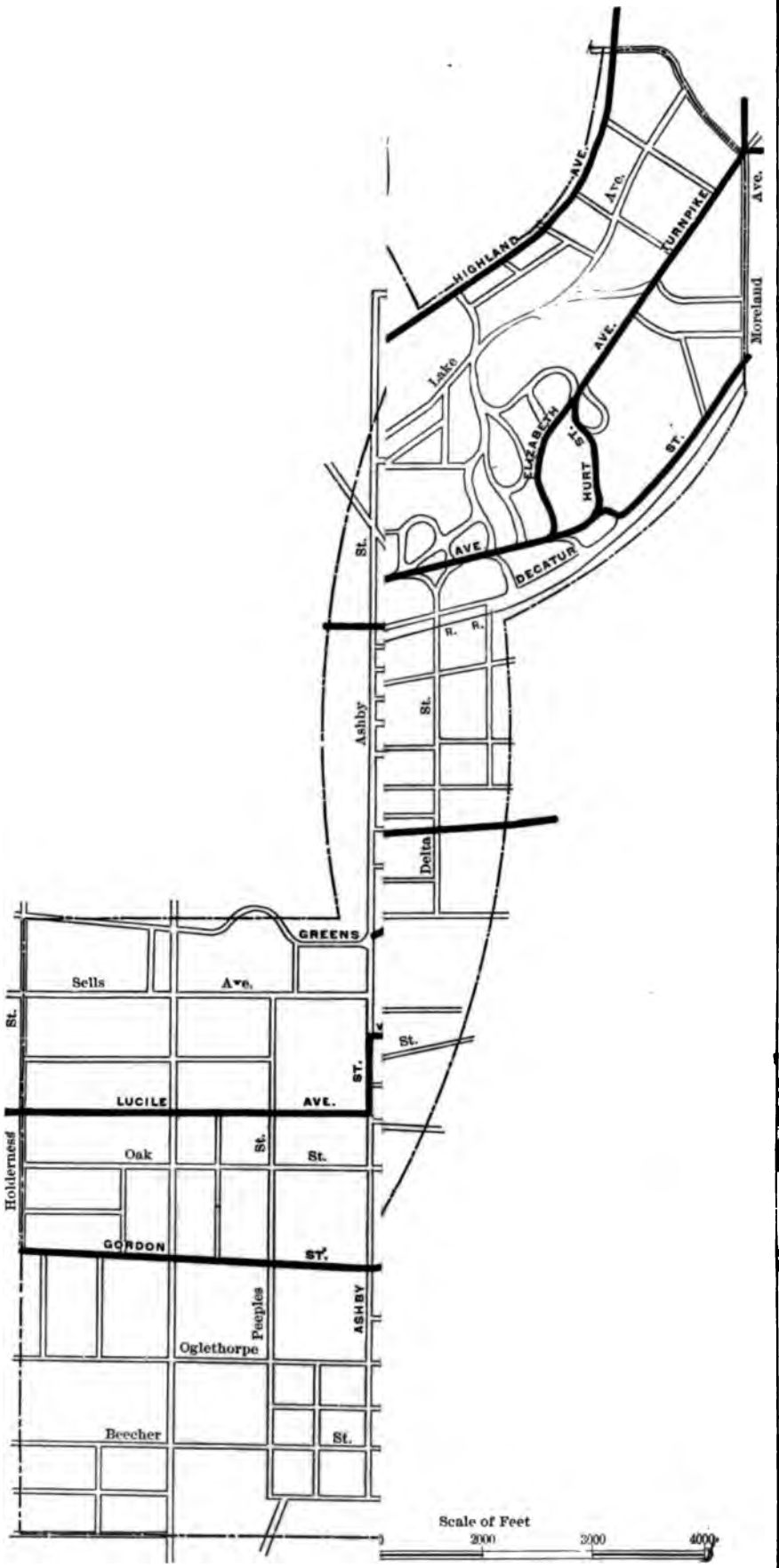
MAP O

ATLANT

SHOWING THE LINE

GEORGIA RAILWAY & ELI

1902.



Street Railway Journal.

quire the Atlanta Ry. Co.'s new lines and equipments and new 10,000 H. P. power station. Sinking fund of 1 p. c. of bonds outstanding begins in 1905, but no bonds of 1900 issue can be called.

Operation.—Year ending Apr. 30, 1896. 8 mos. ending Dec. 31, 1896. —Year ending Dec. 31,— 1898. 1899. 1900.

Rects. passengers..	$491,379	$256,686	$404,529	$485,954	$633,583
" other sources	6,911	4,339	3,868	7,361	6,651
" total.....	497,290	261,025	408,397	493,315	640,234
Operating exps....	245,201	121,635	222,441	237,801	345,196
Earnings operation.	252,089	139,390	185,956	255,514	295,038
Deduc. from earn'gs.					
Interest charges.	133,201	92,050	119,114	109,556	175,768
Taxes.....				15,799	17,725
Net income.....	118,888	47,340	66,842	130,159	101,545
P. c. op. exp. to total receipts	49.5	46.6	54.4	48.2	53.9

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1898.	1899.	1900.
Road and equipment..	$4,527,728	$4,446,380	$4,566,047	$7,109,479
Cash assets.....	7,305	232,623	179,907	388,136
Material	4,381	15,066	40,773	56,102
Bills and accts. rec'ble.	4,963	758	822	209,848
Miscellaneous.....	1,545	715	1,777	1,235
Stock and bonds.....	100,560			
Total	$4,646,482	$4,695,542	$4,789,326	$7,764,800
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond account.....	2,250,000	2,250,000	2,250,000	5,000,000
Income bonds.....	106,000			
Cancelled bonds.....	106,000			
Bills and accts. p'ble ..	100,882	33,073	37,457	418,725
Profit and loss (surp.).	83,600	412,469	501,869	346,075
Total	$4,646,482	$4,695,542	$4,789,326	$7,764,800

Plant and Equipment.—Miles of track (electric), 97; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. 60 lb. T and 70 lb. and 90 lb. girder rail; 161 motor cars; Cooper, Corliss and Ranken & Fritsch engines, Gen. Elec., West. and Siemens & Halske dynamos and motors, Brill, L. & F., Pullman and Stephenson cars.

Officers.—Pres. D. A. Belden, V. Pres. T. K. Glenn, Sec. & Asst. Treas. A. J. Chapman, Treas. R. J. Lowry, Gen. Supt. H. N. Hurt, Pur. Agt. W. H. Glenn, Ch. Engr. and Ch. Engr. of Power Station A. M. Moore.

Directors.—Joel Hurt, R. J. Lowry, S. M. Inman, W. C. Sanders, J. C. Payne, E. Woodruff, C. R. Spence, T. K. Glenn. A. E. Thornton.

General Office, Equitable Bldg., Atlanta, Ga.

References.—Description of road, Vol. X, Feb., '94, p. 120 (ill.); Vol. X, Mar., '94, p. 185 (ill.); Vol. X, Souv., '94, p. 17; annual report, Vol. XII, June, '96, p. 385; annual report, Vol. XV, Apr., '99, p. 244; power plant, Vol. XV, Aug., '99, p. 519; complications, Vol. XV, Aug., '99, p. 541. Sept., '99, p. 600.; Atlanta Ry. Co., description of road, Vol. X, Mar., '94, p. 186; Vol. X. Souv., '94, p. 19; controversy settled, Vol. XVI, Dec. 1, '00, p. 1194; color line drawn, Vol. XVI, June 9, '00, p. 573; consolidations upheld by Supreme Court, Vol. XVI, Apr. 21, '00, p. 403; change of ownership, Vol. XVIII, Oct. 19, '01, p. 606.

Date of information, Feb., 1902. x

For map of road see inset between pages 14 and 15.

Atlanta Rapid Transit Co.—Chartered as the successor to the Collins Park & Belt Railroad Co., which was chartered Aug. 16, 1889; company organized June 28, 1892. In Oct., 1900, this company purchased at foreclosure sale, the property of the Atlanta Electric Ry. Co. This company constituted an opposition line to the Atlanta Ry. & Power Co., but in Feb., 1902, an ordinance was approved by the Mayor of Atlanta granting the consolidation of this company and the Atlanta Ry. & Power Co., the Atlanta Steam Co. and the Georgia Electric Light Co., the new company to be called the Georgia Ry. & Electric Co.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—New first mortgage 5 p.c. gold bonds, authorized, $2,000,000, issued, $1,250,000; coupon, but may be registered; dated Jan. 1, 1901, due 1931; denom. $1,000; subject to call at 105 on and after Jan. 1, 1906; int. payable Jan. and July at office of Old Colony Trust Co., Boston, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 38; gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 48 motor cars; Allis engines, Short dynamos and motors, Brill cars.

Officers.—Pres. Jerome Simmons, V. Pres. E. P. Black, Sec. & Treas. H. M. Atkinson, Supt. & Pur. Agt. S. E. Simmonds, Mast. Mech. A. M. Moore.

General Office, Atlanta, Ga.

References.—Description of road, Vol. X, Mar., '94, p. 187 (ill.); Vol. X, Souv., '94, p. 20; receivership, Vol. IX, Aug., '93, p. 557; description of road, Vol. XVIII, Aug. 3, '01, p. 111 (ill.); park, Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Feb., 1902. d x

For map of road see inset between pages 14 and 15.

ATLANTIC CITY, N. J.

Population in 1880, 5,477, in 1890, 13,055, in 1900, 25,000 and during the Summer season, 150,000.

West Jersey & Seashore R. R. Co. (Electric Railway Division).—This is owned and operated by the Pennsylvania R. R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 9 in.; 60 lb. and 87 lb. T and girder rail; 78 cars, of which 61 are motor cars and 17 trail cars; 1,325 H. P. station plant, A. & S. and Hughes & Phillips engines, West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Gen. Foreman L. Hammell.

Date of information, Jan., 1902. z

Atlantic City Passenger Railroad Co.—This road is under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), under construction, 25.

OFFICERS.—Pres. Wm. H. Bartlett, V. Pres. & Man. G. A. Aldrich, Sec. & Treas. Eli H. Chandler.

GENERAL OFFICE, Bartlett Building, Atlantic City. Power stations, Pleasantville, N. J., and Atlantic City.

Date of information, Jan., 1902. z

Atlantic City Street Railway Co.—This company has received permission to build and operate its road in the streets of Atlantic City from the city council, but the ordinance is yet before the courts for review as to its legality, and no construction work has been commenced.

OFFICERS.—Pres. L. C. Albertson.

DIRECTORS.—L. C. Albertson, J. J. Gardner, Joseph Thompson, C. L. Cole, C. J. Adams, I. G. Adams.

Date of information, Jan., 1902. z

AUBURN, N. Y.

Population in 1880, 21,924, in 1890, 25,858, in 1900, 30,345.

Auburn City Railway Co.—Chartered Oct. 1, 1886. Annual meeting second Tuesday in Aug. This company owns Lakeside Park, 33 acres on Lake Owasco.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $300,000; dated Nov. 5, 1895, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of The West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.....	$58,364	$61,772	$70,482	$76,238	$82,307
" other sources..	1,485	1,000	303	342	2,326
" total.....	59,849	62,772	70,785	76,680	84,633
Operating expenses....	33,669	35,794	39,384	50,003	58,590
Earn'gs from operation.	26,180	26,978	31,401	26,577	26,043
Deduct. from earnings.					
Interest on bonds....	16,145	20,806	21,276	20,796	20,551
Taxes	2,493	2,364	3,420	3,630	4,636
Park expenses.....				787	
Surplus.....	7,542	3,808	6,705	1,364	856
Total deficit.....	31,029	27,858	23,265	21,921	21,058

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses.....	$ 6,178	$ 8,038	$10,763	$13,250
Transportation expenses.....	26,015	26,157	27,092	31,248
Maintenance of way and building.	864	1,648	7,396	8,965
" " equipment.....	2,707	3,541	4,752	5,127
Total.....	$35,794	$39,384	$50,003	$58,590

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried...	1,255,040	1,778,869	1,547,650	1,675,487
Transfer " " ...			379,599	407,132
Car miles run.....	420,985	422,711	436,815	508,032
Total receipts per car mile....	$.149	$.167	$.175	$.166
Oper. expenses per car mile...	.085	.093	.114	.115

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$444,554	$491,881	$503,016	$506,002	$638,078
" equipment	122,547	123,395	127,894	130,465	
Bonds on hand	19,000				
Current assets		1,772	1,920	1,710	
Cash on hand	772	8,273	5,945	4,114	8,115
Open accounts	9,581	4,346	2,912	1,732	2,484
Material and supplies	1,142	1,143			
Commission on bonds	28,980				
Profit and loss (deficit)	31,029	27,858	23,265	21,921	21,058
Total	$657,606	$658,668	$664,952	$665,944	$669,736
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	300,000	300,000	300,000	300,000	300,000
Bills payable	49,475	49,600	52,856	51,400	54,000
Other liabilities	315		911	3,334	6,384
Interest on funded debt due and accrued	7,025	7,500	7,500	7,500	7,500
Accounts payable	790	1,568	3,685	3,710	1,852
Total	$657,606	$658,668	$664,952	$665,944	$669,736

PLANT AND EQUIPMENT.—Miles of track (electric), 12.9; gauge, 4 ft. 8½ in.; 45 & 60 lb. T 70 & 90 lb. girder rail; 3 horses, 25 cars, of which 20 are motor cars and 5 trail cars; McI., S. & Wetherill engines, Gen. Elec. dynamos and motors, Jones, American & St. Louis cars.

OFFICERS.—Pres. & Gen. Man. C. D. Beebe, V. Pres. C. M. Warner, Sec. & Treas. A. M. Michael, Supt. & Pur. Agt. R. A. Dyer.

DIRECTORS.—C. D. Beebe, C. M. Warner, Wm. Nottingham, H. S. Holden, G. B. Leonard, W. A. Holden, Syracuse; T. W. Nottingham, Seattle, Wash.

GENERAL OFFICE, 36–40 Nottingham Bldg., Syracuse, N. Y.

Date of information, Mar., 1902. z

Auburn Interurban Electric Railroad Co.—Chartered Aug. 5, 1895. Annual meeting second Tuesday in August. This road commenced operation from Auburn to Skaneateles on Jan. 1, 1901.

CAPITAL STOCK, authorized and issued, $250,000; par value, 100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated 1900, due 1930; denom. $1,000; int. payable Jan. and July, at office of North American Trust Co., trustee of mortgage.

OPERATION.—6 mos. ending June 30, 1901.

Total receipts	$7,604
Operating expenses	3,893
Earnings from operation	3,711
Deductions from earnings.	
Interest	3,125
Taxes	92
Net income	494
Total deficit	24,501

STATISTICS OF TRAFFIC.

6 mos. ending June 30, 1901.

Passengers carried	152,864
Car miles run	41,658
Total receipts per car mile	$.183
Operating expenses per car mile	.093

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$370,946	Capital stock	$250,000
Stock of other companies	9,750	Funded debt	125,000
Cash	636	Interest on funded debt	2,604
Open accounts	5,084	Loans	28,820
Profit and loss (deficit)	24,507	Accounts payable	4,121
		Sundries	377
Total	$410,922	Total	$410,922

PLANT AND EQUIPMENT.—Miles of road (electric), 7.11; gauge, 4 ft. 8½ in.; 60 lb. and 90 lb. rail; 2 motor cars, 1 snow plow.

OFFICERS.—Pres. G. B. Leonard, Sec. & Treas. F. T. Pierson, Syracuse, N. Y.; Supt. R. A. Dyer, Jr., Auburn, N. Y.

DIRECTORS.—G. B. Leonard, C. D. Beebe, E. I. Edgecomb, F. T. Pierson, William Rafferty, Syracuse, N. Y.; G. B. Longstreet, G. B. Turner, A. P. Rich, Auburn, N. Y.; L. S. Ebright, Akron, O.

GENERAL OFFICE, Syracuse, N. Y.

Date of information, Mar., 1902. z

AUGUSTA, GA.

Population in 1880, 21,891, in 1890, 33,300, in 1900, 39,441.

Augusta Railway & Electric Co.—Chartered June 27, 1896, for 101 years as a consolidation of the Augusta Ry. Co., the Augusta Electric Light & Motor Co. and the Thomson-Houston Electric Co. Annual meeting first Tuesday in July. The Augusta & Summerville R. R. Co. (inc. Mar. 20. 1866) is also a part of this system.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated June 1, 1900, due 1940; denom. $1,000; int. payable June and Dec., at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage. Bonds are subject to call at 105 in ten, twenty or thirty years from date on six months notice. Sinking fund provided of ½ of 1 p. c. per year for fifteen years beginning June 1, 1905; 1 p. c. per year for ten years from 1920, and 2 p. c. per year for last ten years.

Note.—The first mortgage bonds may be called for payment on four weeks' notice. after 1901, at 105 and accrued interest.

Operation.	5 mos. end. Dec. 31, 1897.	Year end. Dec. 31, 1898.	Year end. Dec. 31, 1899.
Receipts from passengers	$90,508	$100,858	$126,140
" other sources	74,379	73,320	76,713
" total	164,887	174,178	202,853
Operating expenses (inc. taxes)	97,692	97,827	114,281
Earnings from operation	67,195	76,351	88,572
Deductions from earnings.			
Interest on bonds	22,026	22,400	22,400
Depreciation	10,742	11,078	
Net income	34,428	42,873	66,172
Dividend paid, 3 p. c.		18,000	
Per cent. op. exp. to total receipts	59.2	56.2	56.3

Balance Sheet.—Dated Dec. 31,

ASSETS.	1896.	1897.	1898.
Cost of road	$1,047,666	$1,063,486	$1,096,748
Cash	3,760	1,204	8,086
Bills and accounts receivable	17,152	17,307	17,748
Interest account		27,106	19,665
Total	$1,068,578	$1,109,102	$1,142,247
LIABILITIES.			
Capital stock	$ 600,000	$ 600,000	$ 600,000
Funded debt	448,000	448,000	448,000
Bills and accounts payable	7,886	7,247	15,519
Profit and loss (surplus)	12,692	53,855	78,728
Total	$1,068,578	$1,109,102	$1,142,247

Plant and Equipment.—Miles of track (electric), 26.5; gauge, 4 ft. 8 ½ in.; 35 lb. 40 lb. and 58 lb. T and girder rail; 61 cars, of which 44 are motor cars and 17 trail cars; 750 H. P. Corliss and N. Y. Safety Steam Power engines, 2,285 water H. P., Gen. Elec. dynamos and motors, Brill, Laclede and Stephenson cars, Brill and McGuire trucks. Lighting plant: 625 H. P., 1785 arc lamps, 8,000 incandescent lamps.

Officers.—Pres. D. B. Dyer, V. Pres. R. R. Conklin, Audr. & Treas. C. O. Simpson, Gen. Supt. & Elecn. W. E. Moore.

Directors.—D. B. Dyer, R. R. Conklin, C. O. Simpson, G. H. Conklin.

General Office, Dyer Bldg., Augusta, Ga.

References.—Vol. VII, Oct., '91, p. 551 (ill.); Vol. X, Mar., '94, p. 177 (ill.); Vol. X, Souv., '94, p. 32; operating detail, Vol. XIV, Apr., '98, p. 195; description of park (brief), Vol. XVII, Apr. 6, '01. p. 434.

Date of information, Feb., 1901. z

North Augusta Electric & Improvement Co.—This company has 20 miles of track under construction, from Augusta, Ga., to Aiken, S. C.

Officers.—Pres. James U. Jackson, V. Pres. R. Lancaster Williams, Sec. L. T. Taliaferro, Treas. A. H. Rutherford, Man. W. M. Jackson, Pur. Agt. John Blair MacAfee, (Philadelphia, Pa.), Ch. Engr. W. N. Walmsley.

General Office, Augusta, Ga.

Date of information, Jan., 1902. b

AUGUSTA, ME.

Population in 1880, 8,665, in 1890, 10,521, in 1900, 12,500; Estimated population served by the road, 25,000.

Augusta, Hallowell & Gardiner Railroad Co.—Chartered Mar. 18, 1889, in perpetuity. Annual meeting 3d Monday in July. This road reaches Augusta, Hallowell, Gardiner, Farmingdale and Togus. In Mar., 1902, it was officially stated that the Lewiston, Winthrop & Augusta Ry., which is to be built, will be consolidated with this company about Apr. 1, 1902, and the name changed to Augusta, Winthrop & Gardiner Ry. Co.

CAPITAL STOCK, authorized, $150,000, issued, $120,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1890, due 1910; int. payable Jan.

Please note date of information at end of each report.

and July, at office of International Trust Co., of Boston, trustee of mortgage.

Second mortgage 4½ p. c. coupon bonds, authorized and issued, $50,000; dated Jan. 1, 1899, payable $10,000 annually on and after 1906, at option of company; int. payable Jan. and July, at office of Gardiner Loan & Trust Co., of Gardiner, Me., trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$40,840	$40,620	$39,770	$38,748	$41,553
Operating expenses	22,033	22,072	23,245	27,397	28,316
Earnings from operation	18,807	18,548	16,525	11,351	13,237
Deductions from earnings.					
Interest on bonds	9,000	9,000	8,625	8,250	8,250
Taxes	376	388	393	396	387
Net income	9,431	9,160	7,507	2,705	4,600
Dividends paid	4,800	4,800	4,800	4,800	4,800
To surplus account	4,631	4,360	2,707	*2,095	*200
Total surplus account	25,453	28,952	31,659	29,564	29,346

*Deficit.

OPERATING EXPENSES.

Year ending June 30,

	1897.	1898.	1899.	1900	1901.
Maint. way and str'ct	$ 2,481	$ 3,649	$ 4,245	$ 6,143	$ 5,236
" equipment	3,224	2,864	3,410	3,299	3,227
Conducting trans	12,049	13,169	13,296	15,281	15,739
General expenses	4,279	2,390	2,294	2,674	4,114
Total	$22,033	$22,072	$23,245	$27,397	$28,316

STATISTICS OF TRAFFIC.

Year ending June 30, 1897.	1898.	1899.	1900.	1901.
Passengers carried 823,920	816,115	809,586	788,351	825,903
Car miles run 203,293	201,534	201,019	198,746	204,717
Gross rec'ts per car mile $.201	$.201	$.197	$.195	$.203
Op. ex. per car mile .108	.109	.115	.138	.138

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$182,180	$174,964	$174,964	$174,964	$174,964
Permanent improv.		13,917	17,812	21,542	21,275
Land					650
New const. and equip.					76,937
Cash and current assets.	9,645	8,768	6,558	7,145	2,157
Materials and supplies	4,469	5,499	5,213	4,875	8,511
Profit and loss (deficit)	79,022	74,664	71,956	73,655	73,901
Total	$275,316	$277,812	$276,503	$282,181	$358,394
LIABILITIES.					
Capital stock	$120,000	$120,000	$120,000	$120,000	$120,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Accrued interest	4,500	4,635	4,200	4,260	4,358
Current liabilities	816	3,177	2,303	7,021	84,036
Total	$275,316	$277,812	$276,503	$282,181	$358,394

PLANT AND EQUIPMENT.—Miles of track (electric), 13.11; gauge, 4 ft. 8½ in.; 40 lb. T and 75 lb. girder rail; 18 motor cars, 1 snow plow; Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars, Brill and Bemis trucks.

OFFICERS.—Pres. J. Manchester Haynes, Sec. H. G. Staples, Treas. & Gen. Man. Geo. E. Macomber, Gen. Supt. L. F. Taylor, Hallowell.

DIRECTORS.—J. Manchester Haynes, Geo. E. Macomber, H. G. Staples, F. S. Thorne, Thomas J. Lynch, George A. Cony, John F. Hill.

GENERAL OFFICE.—Augusta, Me. Operating office, Hallowell, Me.

Date of information, Mar., 1902. z

AURORA, ILL.

Population in 1880, 11,273, in 1890, 19,688, in 1900, 23,976.

Elgin, Aurora & Southern Traction Co.—This company is a consolidation, in May, 1901, of the Elgin City, Carpentersville & Aurora Ry., the Aurora Street Ry., the Elgin City Ry., the Aurora & Geneva Ry., the Geneva, Batavia & Southern Ry., and the Aurora, Yorkville & Morris Ry. This road will be connected with Chicago by means of the Aurora, Elgin & Chicago Ry. The road covers 72 miles of track, connecting the cities and towns of Aurora, Carpentersville, Dundee, Elgin, South Elgin, Geneva, Batavia, St. Charles, Montgomery, Oswego, Yorkville and Bristol, and includes the city lines of Elgin and Aurora.

CAPITAL STOCK, authorized and issued, $2,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, coupon, but may be registered, authorized, $2,000,000; issued, $1,700,000 (see note); dated June 1, 1901, due 1916; denom. $1,000; int. payable June and Dec., at office of American Trust & Savings Bank, Chicago, trustee of mortgage, and First National Bank of New York.

Elgin City Railway Co.'s first mortgage 5 p. c. bonds, $200,000; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at office of Farmer's Loan & Trust Co., New York City.

Carpentersville, Elgin & Aurora Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; dated Jan. 1, 1896, due 1907.

NOTE.—$300,000 of the first mortgage bonds are reserved to retire the above divisional liens. Provision has been made for a sinking fund of $17,000 per annum for the first five years, and $25,000 per annum thereafter.

OPERATION.—6 months ending Dec. 31,	1900.	1901.
Total receipts	$163,630	$193,723
Operating expenses	103,644	98,180
Earnings from operation	59,986	95,543
Deductions from earnings		63,300
Net income		32,243

OFFICERS.—Pres. L. J. Wolf, Cleveland, O.; Sec. M. H. Wilson, Cleveland, O.; Treas. H. C. Lang, Cleveland, O.; Man. & Pur. Agt. F. M. Limmerman, Aurora; Ch. Engr. T. North.

GENERAL OFFICE, Aurora, Ill.

POWER STATIONS, Aurora and Elgin, Ill.

REFERENCES.—AURORA STREET RY. CO.—Description of parks (brief), Vol. XVII, Apr. 6, '01, p. 436. AURORA & GENEVA RY. CO.—Description of opening of road (brief), Vol. XII Dec, '96, p. 753.

Date of information, Mar. 1902. z

AURORA, ONT.

Schomberg & Aurora Railway Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (steam), 16; 15 cars.

OFFICERS.—Pres. C. D. Warren, Sec. W. A. Warren, Supt. J. W. Moyes.

GENERAL OFFICE, Traders' Bank Chambers, Toronto, Ont.

Date of information, Jan., 1902. d

AUSTIN, TEX.

Population in 1880, 11,013. in 1890, 14,575, in 1900, 22,300.

Austin Rapid Transit Railway Co.—Chartered Apr. 20, 1890, for 50 years. In Feb., 1897, a receiver was appointed for this property. Operation was suspended Apr. 7, 1900, by breaking of water-dam, and resumed Sept. 8, 1900, with power generated at a new power house, erected by issuing receiver's certificates for $50,000. In Mar., 1902, it was reported that this road would be sold under foreclosure of mortgage on May 6, 1902.

CAPITAL STOCK, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $343,000; dated, Sept. 1, 1891, due 1921; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

Receiver's 7 p. c. certificates, $50,000; issued Aug. 10, 1900, payable 1902.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 and 56 lb. T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Receiver I. H. Evans, Pres. F. H. Watriss, V. Pres. & Treas. E. P. Wilmott, Sec. Pur. Agt. Elecn. & Supt. Frank E. Scovill.

REFERENCES.—Description of road (brief), Vol. X, Souv., '94, p. 45; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1902. x z

BABYLON, N. Y.

Population in 1880, 4,739, in 1890, 6,035.

The Babylon Railroad Co.—Chartered Apr. 15, 1871. Annual meeting third Tuesday in Apr. This road was operated during the summer months of 1898–99 by the Kinetic motor system. During the summer season of 1900 and 1901 the road was operated by Wm. Garmo, of Babylon, under lease, by horse power. It is stated that the road will be operated by the Kinetic system during the season of 1902.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds authorized, $600,000, issued, $33,000; dated June 1, 1898, due June 1, 1928; denom. $1,000; int. payable June and Dec. at office of Metropolitan Trust Co., N. Y., trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	†1900.	1901.
Gross receipts	$ 560	$ 300	$ 511	$ 578	$ 689	$ 378
Operating expenses	341	403	1,357	2,307	1,450	376
Net income	219	*103	*846	*1,729	761	2
General expenses						24
Interest			1,262	1,350	1,650	1,787
Taxes				54	59	21
Deficit for year				3,133	2,470	1,833
Total deficit			1,262	4,395	3,000	4,788

*Deficit. †Operated from July 1 to Oct. 7, 1899, only.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$13,250	$ 40,246	$43,556	$46,107	$57,697
" equipment	1,100	10,824	11,101	11,544	
Bonds in treasury		123 000			
Cash assets		51	11	405	6
Open accounts					380
Profit and loss (deficit)		1,329	1,350	3,000	4,788
Total	$14,350	$175,450	$56,018	$61,056	$62,870
LIABILITIES.					
Capital stock	$ 5,600	$ 25,000	$25,000	$25,000	$25,000
Funded debt		150,000	27,000	33,000	33,000
Accrued interest			450	3,000	138
Bills and accts. payable	8,750		4,018	56	4,733
Total	$14,350	$175,450	$56,018	$61,056	$62,870

PLANT AND EQUIPMENT.—Miles of track (Kinetic stored steam motors), 1.57; gauge, 4 ft. 8½ in.; 60 lb. T rail; 2 Kinetic motors, 3 trail cars.

OFFICERS.—Pres. Arthur P. Dodge, V. Pres. Washington F. Norton, Sec. & Treas. F. J. Oppenauer, Supt. Wm. C. Dodge, Counsel, Waldo G. Morse.

DIRECTORS.—Washington F. Norton, Wm. G. Nicoll, Babylon, N. Y.; Arthur P. Dodge, Wm. C. Dodge, 261 W. 139th St., New York City; F. J. Oppenauer, Brooklyn; Waldo G. Morse, 10 Wall St., New York.

GENERAL OFFICE.—Babylon (in summer) and 261 W. 139th St. New York City.

Date of information, Mar., 1902. z

BAKER CITY, ORE.

Population in 1880, 1,258, in 1890, 2,604, in 1901, 6,673.

Baker City Railway & Motor Co.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 5½ in.; 20 lb. T rail; 6 horses, 2 box cars.

OFFICERS.—Pres. Gen. Man. & Supt. C. L. Palmer, V. Pres. Joseph Palmer, Sec. & Treas. H. G. Hyde.

DIRECTORS.—C. L. Palmer, Jos. Palmer, H. G. Hyde.

Date of information, Mar., 1902. z

BALLSTON SPA, N. Y.

Population in 1880, 3,011, in 1890, 3,527. In 1900, local estimates place population of Ballston Spa at 6,000.

The Ballston Terminal Railroad Co.—Chartered Mar. 14, 1896, to build an electric railway from Ballston Spa to Middle Grove, N. Y., for the purpose of carrying loaded freight cars between the main line of the Delaware & Hudson Canal Co's. R. R. and the many manufacturing establishments located at Ballston Spa and along the line of the road. Annual meeting first Tuesday in Mar. This company began operation of 9.5 miles of its road, Sept., 1898. On Jan. 29, 1900, Fred'k H. Beach was appointed receiver. The company has secured franchises obtained by the Amsterdam-Hageman Traction Co., and will extend its lines from Ballston Spa to Amsterdam, Johnstown and Gloversville. On Jan. 25, 1902, the receiver was discharged by order of the court.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated June 1, 1896; due June 1, 1926; int. payable June and Dec. at office of Atlantic Trust Co., New York City, trustee of mortgage.

OPERATION. –	Sept. 1898, to June 30, 1899.	Jan. 29 to June 30, 1900.	Year end'g June 30, 1901.
Receipt from passengers	$ 2,712	$ 1,052	$ 3,664
" other sources	8,790	10,954	18,032
" total	11,502	12,006	21,696
Operating expenses	12,000	13,655	20,811
Earnings from operation	*498	1,649	885
Deductions from earnings.			
Interest			138
Taxes			522
Net income			225
Total deficit			1,649

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 5,546
Transportation expenses	10,982
Maintenance of way and buildings	2,324
Maintenance of equipment	1,959
Total	$20,811

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	68,908
Tons of freight carried	77,539

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$567 000	$632,981	$635,526
" equipment	15,000		
Cash	270	204	6,078
Collateral securities	16,040		
Prepaid insurance		328	726
Sundries			136
Total	$598,310	$633,513	$642,466
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Funded debt	250,000	250,000	250,000
Accounts payable	48,310	83,513	16,314
Loans and bills payable			65,373
Receiver's certificates			10,779
Total	$598,310	$633,51	$642,466

PLANT AND EQUIPMENT.—Miles of track (electric) 12; gauge, 4 ft 8½ in.; 70 lb. rail; 6 motor cars 9 freight cars, 1 snow plow; Corliss engines, West. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. W. Barlow Dunlap, V. Pres. & Gen. Man. F. H. Beach, Sec. Geo. A. McOmber, Treas. H. M. Shaw.

DIRECTORS.—W. B. Dunlap, Amsterdam, N.Y.; Thos. R. Heller, Philadelphia, Pa.; J. W. Wisnall, W. S. Waterbury, F. H. Beach, C. E. McOmber, Ballston Spa.; C. E. Cady, Middle Grove.

GENERAL OFFICE, Ballston Spa.

Date of information, Mar., 1902. z

BALTIMORE, MD.

Population in 1880, 332,313, in 1890, 434,439, in 1900, 508,957.

The United Railways & Electric Co. of Baltimore.—Incorporated Mar. 4, 1899, as a consolidation of the United Railway & Electric Co. of Baltimore, (incorporated Mar. 2, 1899, as a consolidation of the Baltimore City Passenger Ry. Co., and the Baltimore & Northern Electric Ry. Co.), and the Baltimore Consolidated Ry. Co., the Central Ry. Co., the Baltimore, Gardensville & Belair Electric Ry. Co., the Baltimore, Catonsville & Ellicott's Mills Passenger R. R. Co., the Maryland Traction Co., the Baltimore & Curtis Bay Ry.Co., the Gwynn Falls Ry. Co., of Baltimore City, the Shore Line Electric Ry. Co., the Pimlico & Pikesville R. R. Co., and the Walbrook, Gwynn-Oak & Powhatan R. R. Co., being all the street railways in the city of Baltimore and its suburbs. The company also owns all the bonds of the Baltimore, Middle River & Sparrow's Point R. R. Co., and as these bonds are in default it is probable the mortgage will be foreclosed and the road bought in. The company also controls by ownership of stock the York Road Turnpike, the Charles Street Avenue Turnpike, the Harford Turnpike, and the Baltimore & Jerusalem Turnpike.

Capital Stock.—Common stock, authorized, $24,000,000, issued (see note), $15,000,000; in treasury (see note), $9,000,000; par value, $50 per share.

4 p. c. cumulative preferred stock, authorized and issued (see note), $14,000,000, outstanding, $73,305. The holders of this stock have the option of exchanging their shares for new 4 p. c. income mortgage bonds (described below), and this option has been exercised to the amount of $13,926,694.

Funded Debt.—First consolidated mortgage 4 p. c. gold bonds, authorized, $38,000,000, issued (see note), $25,231,000, in escrow (see note), $12,255 000, in treasury (see note), $514,000; coupon but may be registered; dated, Mar. 6, 1899, due, 1949; denom. $1,000; int. payable Mar. and Sept., at the office of Alexander Brown & Sons, of Baltimore; trustee of mortgage, Continental Trust Co., of Baltimore.

Income mortgage 4 p. c. gold bonds, authorized, $14,000,000; issued $13,926,694, dated Mar. 30, 1899, due Mar. 1, 1949, payable at option of the company after Mar. 1, 1929; denom. $1,000; int. payable June and Dec.; trustee of mortgage Maryland Trust Co., of Baltimore. Holders of the 4 p. c. preferred stock have the option of exchanging their shares for these bonds and on Jan. 31, 1902, it was stated that this privilege had been exercised to the amount issued.

Note.—$18,000,000 of the first consolidated mortgage bonds were issued to complete the purchase of the stock of the Baltimore Consolidated Ry. Co. and the Baltimore City Passenger Ry. Co., and $12,255,000, are held in escrow to retire underlying bonds described below. The $514,000, treasury bonds will be reserved for future acquisitions, improvements, etc.

Underlying Securities, Mar. 1, 1900, $12,096,000, as follows :

BALTIMORE CITY PASSENGER RAILWAY SYSTEM.

Baltimore City Pass. Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; dated Nov. 2, 1891, due 1911; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics' Bank, of Baltimore; trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

Please note date of information at end of each report.

Baltimore City Ry. Pass. Co.'s 4½ p. c. gold certificates of indebtedness, authorized and issued, $500,000; dated Nov. 2, 1897, due 1911; denom. $500 and $1,000, int. payable at office of National Mechanics Bank, of Baltimore.

Central Pass. Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, outstanding, $32,000; dated July 1, 1882, due 1912; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Safe Deposit & Trust Co.

Central Pass. Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, $700,000, issued, $668,000, in escrow, to retire first mortgage bonds at maturity, $41,000; dated May 1, 1892, due 1932; coupon, but may be registered; denom. $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co.

Central Pass. Ry Co.'s first mortgage extension and improvement 5 p. c. gold bonds, authorized and issued, $600,000, dated Mar. 1, 1897, due 1932; denom. $1,000; int. payable Mar. and Sept., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

BALTIMORE CONSOLIDATED RAILWAY SYSTEM.

Baltimore Traction Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,500,000; dated Nov. 1, 1889, due 1929; denom., $1,000; int. payable May and Nov., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

North Baltimore Division's first mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,750,000; dated June 1, 1892, due 1942; denom. 1,000; int. payable June and Dec., at office of National Mechanics Bank, of Baltimore; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Baltimore Traction Co.'s convertible trust 5 p. c. gold bonds, coupon, but may be registered, authorized and issued, $800,000, outstanding, $535,000; dated 1896, due 1901; redeemable after May 1, 1901, at par; int. payable May and Nov. at office of National Mechanics Bank, of Baltimore, trustee of mortgage. Mercantile Trust & Deposit Co., of Baltimore.

City & Suburban Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; coupon, but may be registered; dated June 1, 1892, due 1922; denom. $1,000; int. payable June and Dec., without deductions for taxes, at office of Alex. Brown & Sons, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore. These bonds cannot be redeemed before maturity, and are secured by a mortgage of all property and franchises now owned or which may be hereafter acquired by the company.

Lake Roland Elevated Railway Co.'s first mortgage 5 p. c. consolidated gold bonds, authorized and issued, $1,000,000; coupon, bu, may be registered; dated Sept. 1, 1892, due 1942; denom. $1,000; int, payable Mar. and Sept. at office of Alex. Brown & Sons. The principal and interest of these bonds are unconditionally guaranteed by the City & Suburban Ry. Co.

Baltimore, Catonsville & Ellicott's Mills Passenger Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated July 1, 1896, due 1916; int. payable Jan. and July, at office of the National Mechanics Bank, of Baltimore, trustee of mortgage, Safe Deposit & Trust Co., of Baltimore.

BALTIMORE & NORTHERN ELECTRIC RAILWAY SYSTEM.

Baltimore & Northern Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,250,000, outstanding, $139,000, of which $128,000 are held in treasury; dated Nov. 1, 1897, due 1947; denom. $1,000; trustee of mortgage, Maryland Trust Co., of Baltimore. In May, 1899, $1,111,000 of these bonds were exchanged for bonds of the United Railways & Electric Co.

BALTIMORE, MIDDLE RIVER & SPARROWS POINT ELECTRIC RAILWAY SYSTEM.

Baltimore, Middle River & Sparrows Point Electric Ry. Co.'s 5 p. c. gold coupon bonds, authorized and issued, $300,000, coupon, but may be registered; dated July 1, 1895, due 1925; denom. $1,000. These bonds are in the treasury of the United Railways & Electric Co., and being in default will be foreclosed.

Operation.—The operating report of all the properties now included in the United Railways & Electric Company, the new organization having gone into effect Apr. 1, 1899, is as follows:

Year ending	Mar. 31, 1900.	Dec. 31, 1901.
Gross earnings	$4,304,933	$4,718,295
Operating expenses, taxes and charges	3,734,887	2,193,175
Surplus from operation	570,046	2,525,120
Surp. from United Light & Power Co. (11 mos.)	82,014	
Total earnings	652,060	
Interest	560,000	*2,493,001
Net income	92,060	32,119

* Including interest and taxes.

Plant and Equipment.—Miles of track (electric), 353; 1,563 cars of which 1,196 are motor cars, 163 trail cars and 153 miscellaneous cars.

Officers.—Pres. John M. Hood, 1st V. Pres. George R. Webb, 2d V. Pres. & Gen. Man. William A. House, Sec. & Treas. H. C. McJilton, Audr. N. E. Stubbs, Supt. W. C. Ludwig, Cons. Engr. P. O. Keilholtz, Supt. of shops H. H. Adams.

Directors.—Alexander Brown, E. L. Bartlett, H. A. Parr, Geo. R. Webb, Geo. C. Jenkins, Seymour Mandelbaum, H. C. Black, Francis E. Waters, J. M. Hood, Wesley M. Oler, John B. Ramsay.

References.—United Railways & Electric Co. Consolidation negotiations Vol. XV, Jan., '99, p. 52; Feb., '99, p. 106; financial statement, Vol. XVI, Apr. 28, '00, p. 414; description of park (brief), Vol. XVII, June 1, '01, p. 666.

Baltimore City Pass. Ry. Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. X, Feb., '94, p. 94 (ill.); Vol. X, Sept., '94, p. 542 (ill.); description of new cable power plants, Vol. IX, Sept., '93, p. 562 (ill.); description of stables, Vol. VI., July, '90, p. 352; increase of stock, Vol. IX, Feb., '93, p. 128; increase of stock and annual reports, Vol. X, July, '94, p. 482; description of cars, Vol. XIV, Dec., '98, p. 898 (ill); Vol. XV, Mar., '99, p. 189 (ill.).

Baltimore Traction Co. Description of road, Vol. VI, Aug., '90, p. 399; Vol. VII, Mar., '91, p. 111 (ill.); (brief), Vol. X, Feb., '94, p. 90; Vol. X, Mar., '94, p. 160 (ill.); increase of bonds, Vol. XI, Feb., '95, p. 124; annual report, Vol. IX, Feb., '93, p. 129; general report, Vol. IX, Dec., '93, p. 843; annual report, Vol. X, Apr., '94, p. 275; description of road (brief) Vol. XII, Oct., '96, p. 607.

City & Suburban Ry. Co.—Description of road, Vol. X, Feb., '94, p. 91 (ill.), description of map, Vol. X, May, '94, p. 288; operating detail, Vol. XII, Aug., '96, p. 489 (ill.).

Lake Roland Elevated Ry. Co.—Description of road, Vol. VIII, Dec., '92, p. 733 (ill); Vol. X, Feb., '94, p. 92 (ill.); increase of bonds, Vol. IX, July, '93, p. 490.

Baltimore & Northern Electric Ry. Co. Description of road, Vol. XIV, Apr., '98, p. 175 (ill.).

Central Pass. Ry. Co. Description of road, Vol. X, Mar., '94, p. 162 (ill.).

Date of information, Mar., 1902. z

Railways & Light Company of America.

Capital Stock, authorized, $25,000,000, issued, $605,700.

Officers.—Pres. J. Wm. Middendorf, V. Pres. R. Lancaster Williams, Sec. Howard P. Page, Treas. A. H. Rutherford, Gen. Man. E. C. Hathaway, Ch. Engr. H. T. Brown.

Directors.—J. Wm. Middendorf, A. H. Rutherford, Gustavus Ober, F. C. Todd, Baltimore, Md.; R. Lancaster Williams, E. L. Bemiss, Richmond, Va.; K. K. McLaren, Jersey City, N. J.

General Office, 1500 Continental Trust Bldg., Baltimore, Md.

Date of information, Mar., 1902. z

BANGOR, ME.

Population in 1880, 16,856, in 1890, 19,103, in 1900, 21,968.

Bangor Street Railway Co.—Chartered Oct., 1889. Annual meeting second Tuesday in Aug. This property is owned and operated by Public Works Co., which also owns and operates the property formerly owned by the Bangor Electric Light & Power Co., the Penobscot Water & Power Co. and the Brewer Water Co. These properties, with the Bangor Street Ry. Co., were consolidated June 1, 1891, by special legislative authority. The street railway runs in Bangor and to Brewer, a distance of 10.25 miles.

CAPITAL STOCK, of Public Works Co., apportioned to railway property, authorized and issued $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage (street railway company) bonds, authorized and issued, $200,000; dated Aug. 1, 1889, due 1909; int. 6 p. c. on $158,000, payable Feb. and Aug., and 5 p. c. on $42,000, payable Jan. and July; trustee of mortgage, International Trust Co., of Boston

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$69,493	$65,291	$63,674	$65,171	$67,155
Operating expenses	59,044	54,164	49,099	50,547	51,331
Earnings from operation	10,449	11,127	14,575	14,624	15,824
Deductions from earnings.					
Interest on bonds	12,000	12,000	12,000	10,000	10,000
Taxes		787	881	841	958
Net income	*1,551	*1,660	1,694	3,783	4,866
Total surplus	*9,378	*11,038	*9,344	*5,561	*695
Per cent. operating exp. to total receipts	85.0	83.0	77.1	77.5	76.4

* Deficit.

† 40 p. c. of expense incurred by Public Works Co.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	1,523,837	1,522,966	1,563,051	1,309,518
Car miles run	326,197	380,108	389,624	372,892
Gross receipts per car mile	$.200	$.167	$.167	$.180
Oper'ing exps per car mile	.166	.129	.140	.138

Please note date of information at end of each report.

BALANCE SHEET.—The Public Works Co. assume all liabilities, it being impossible to determine correct data of assets and liabilities of the Bangor St. Ry. separate from the other constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.8; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 28 motor cars; 3 snow plows; Gen. Elec. dynamos and motors, Brill, Jones and Ellis cars.

OFFICERS.—Pres. C. F. Woodard, Sec. Treas. & Gen. Man. J. H. Cutler, Supt. W. H. Snow, Supt. of Construction Jas. H. Green Aud. F. D. Oliver.

DIRECTORS.—James H. Cutler, C. F. Woodard, James W. Cartwright, Jr.

GENERAL OFFICE, Bangor, Me.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Feb., 1902. z

Bangor, Orono & Oldtown Railway Co.—This road reaches Bangor, Veazie, Orono, Old Town and Great Works.

CAPITAL STOCK, authorized, $250,000, issued, $125,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $125,000; dated 1895, due 1915; int. payable semi-annually.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$64,474	$61,251	$46,196	$49,235	$52,594
" other sources	1,184	2,425	2,987	1,352	1,062
" total	65,659	63,676	49,183	50,587	53,656
Operating expenses	41,637	56,231	35,668	36,674	38,073
Earnings from operation	24,022	7,445	13,515	13,913	15,583
Deductions from earnings.					
Interest on funded debt.	7,500	7,500	7,500	7,500	7,500
Taxes	148	751	870	464	715
Other deductions	9,828	1,484	5,011	759	1,715
Net income	6,546	*2,290	.134	5,190	5,653
Dividends paid	12,000	8,000			
To surplus account	*5,454	*10,290	134	5,190	5,653
Total surplus	10,552	262	395	5,585	*20,027

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$ 8,908	$ 3,959	$ 3,030	$ 2,790
Transportation expenses	35,262	24,527	24 493	23,908
Maint. of roadway and buildings.	7,402	3,156	4,485	5,038
" " equipment	4,659	4,026	4,666	6,337
Total	$56,231	$35,668	$36,674	$38,073

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	1,268,642	1,225,028	943,927	984,700	1,028,874
Car miles run	395,052	408,570	353,007	337,254	324,187
Total rcpts car mile	$.166	$.156	$.147	$.150	$.165
Op. ex. per car mile	.105	.138	.101	.109	.117

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road & equip.	$220,058	$229,885	$246,383	$246,533	$257,770
Other perman't invest.	9,828	16,500			
Cash and cur. assets.	472	1,535	658	3,328	5,451
Materials and supplies.	4,205	4,183	1,000	1,000	
Profit and loss (deficit).		14,802	15,623	32,055	20,027
Total	$234,562	$266,905	$263,664	$282,916	$283,248
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$125,000	$125,000
Funded debt	125,000	125,000	125,000	125,000	125,000
Loans & bills payable.	4,988	41,905	38,664	32,916	20,009
Current liabilities					8,629
Accrued liabilities					4,619
Profit and loss (surplus)	4,574				
Total	$250,000	$266,905	$263,664	$282,916	$283,248

PLANT AND EQUIPMENT.—Miles of track (electric), 16.7; 17 motor cars, 2 snow plows, 1 construction car.

OFFICERS.—Pres. Treas. & Gen. Man. James H. Cutler, Sec. A. J. Durgin, Pur. Agt. J. W. Cartwright, Jr., Supt. of Operation Wm. H. Snow, (Bangor); Supt. of Construction James H. Green, (Bangor); Audr. F. D. Oliver.

DIRECTORS.—James H. Cutler, Egerton R. Burpee, Chas. D. Stanford, James W. Cassidy, Bangor, Me.; A. J. Durgin, Orono, Me.; J. F. Webster, G. T. Sewell, Oldtown, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Feb., 1902. b z

Bangor, Hampden & Winterport Railway Co.—Chartered in 1897. Annual meeting first Thursday in August.

CAPITAL STOCK, authorized, $500,000, issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $40,000; dated Sept. 15, 1897, due 1917.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$8,569	$20,609	$24,086	$23,589
" from other sources	512	1,975	2,731	1,114
" total	9,081	22,584	26,817	24,703
Operating expenses	8,582	19,535	22,986	15,461
Earnings from operation	499	3,049	3,831	9,242
Deductions from earnings.				
Interest on funded debt	583	2,000	2,000	2,000
Other deductions	13	278	624	6,676
To surplus account	* 97	771	1,207	566
Total surplus acccount		674	1,881	2,448

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$1,714	$ 6,560	$ 9,217	$ 1,784
Transportation expenses	5,129	10,404	11,061	11,610
Maint. of roadway and buildings	1,176	1,604	1,783	1,262
" " equipments	563	967	925	804
Total	$8,582	$19,535	$22,986	$15,460

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	161,186	397,560	464,722	397,336
Car miles run	70,406	113,630	105,410	99,881
Total receipts per car mile	$.129	$.198	$.254	$.247
Operating expenses per car mile	.122	.172	.217	.155

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$103,638	$108,994	$109,266	$109,778
Other permanent invest.	3,683	5,610	5,942	6,195
Cash and current assets.	909	1,233	2,648	2,621
Material and supplies	982	1,055	981	1,391
Profit and loss (deficit)	97			
Total	$109,409	$116,892	$118,837	$119,986
LIABILITIES.				
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	40,000	40,000	40,000	40,000
Loans and bills payable	500			
Current liabilities	8,909	15,635	16,373	17,357
Accrued liabilities		583	583	181
Profit and loss (surplus)		674	1,881	2,448
Total	$109,409	$116,892	$118,837	$119,986

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 7, under construction, 10, authorized total, 37; gauge, 4 ft. 8½ in.; 10 motor cars, 1 snow plow; 22 motors; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. H. L. Mitchell, (Bangor, Me.); Sec. H. W. Mayo, (Hampden, Me.); Treas. Chas. D. Stanford, (Bangor, Me.); Supt. of Construction James H. Green, (Bangor); Supt. of Operation W. H. Snow, (Bangor); Aud. F. D. Oliver.

DIRECTORS.—Henry L. Mitchell, J. Waterman, C. D. Stanford, J. H. Cutler, H. C. Chapman, C. F. Woodward, of Bangor, Me.; H. W. Mayo, Hampden, Me.

GENERAL OFFICE, Bangor, Me.

Date of information, Oct., 1901. b

Penobscot Central Railway Co.—This road extends from Bangor through the villages of Kenduskeag and Corinth to Charleston. Annual meeting second Tuesday in Oct. The line has been equipped with electricity and commenced operation May 1, 1901.

CAPITAL STOCK, authorized, $250,000; issued, Nov., 1901, $92,600.

FUNDED DEBT.—First mortgage 5 p. c. sinking fund gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated Dec. 2, 1901, due 1921; denom. $1,000 and $500; int. payable June and Dec., at office of the State Street Trust Co., Boston, Mass.

OPERATION.—Period from May 1, to Oct. 31, 1901.

Receipts from passengers	$ 9,701
" " freight	7,172
" total	16,873
Operating expenses	7,515
Earnings from operation	9,358
Deductions from earnings.	
Taxes	60
Interest	4,789
Net earnings	4,569

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$256,381	Capital stock	$250,000
Cost of equipment	81,063	Funded debt	250,000
Land and buildings	44,810		
Other permanent invest.	12,609		
Profit and loss (deficit)	105,137		
Total	$500,000	Total	$500,000

PLANT AND EQUIPMENT.—Miles of track (electric), 26.1; gauge, 4 ft. 8½ in.; 25 cars, of which 5 are passenger cars and 20 freight cars; 6 motors, 1 snow plow.

OFFICERS.—Pres. & Gen. Man. F. O. Beal, Sec. & Gen. Counsel E. C. Ryder, Treas. F. H. Small, Supt. Wilbur E. Pierce, Aud. H. A. Wentworth.

DIRECTORS.—F. O. Beal, E. C. Ryder, Chas. L. Ayling, Geo. Bramwell Baker, Montgomery Rollins.

GENERAL OFFICE, Bangor, Me.

Date of information, Mar., 1902. z

BARRE, VT.

Population in 1880, 1,025, in 1890, 4,146, in 1900, 8,448.

Barre & Montpelier Traction & Power Co.—Chartered 1896, in perpetuity. Municipal franchise granted 1897 for 30 years. Annual meeting in October. This company began operation in June, 1898.

CAPITAL STOCK, authorized, $150,000, issued, $120,000.

FUNDED DEBT.—Debenture 5 p. c. gold bonds, $100,000; dated Dec. 1, 1897, due 1917; denom. $500; trustee of mortgage, American Loan & Trust Co., of Boston.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.

OFFICERS.—Pres. F. C. Kennedy, V. Pres. J. J. Flynn, Sec. H. K. Bush, Treas. F. G. Howland, Supt. F. H. Andrus.

DIRECTORS.—F. C. Kennedy, A. O. Humphrey, J. J. Flynn, F. G. Howland, D. M. Miles, W. B. Ferguson, R. A. Hoar, T. J. Deavitt.

GENERAL OFFICE, Barre, Vt.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01 p. 188.

Date of information, Jan., 1901. d

BATON ROUGE, LA.

Population in 1880, 7,197, in 1890, 10,478.

Home Electric Co.

CAPITAL STOCK, authorized, $75,000, issued, $5,300.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 48 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, St. Louis cars, American and Filer & Stowell Co. engines.

OFFICERS.—Pres. John D. Fisher, Gen. Man. & Treas. O. B. Steele, Sec. S. G. Laycock, Supt. & Elecn. Wm. Hurst.

GENERAL OFFICE, Baton Rouge, La.

Date of information, June, 1901. d

BAY CITY, MICH.

Population in 1880, 20,693, in 1890, 27,839, in 1900, 27,628. Population served in 1901, 65,000.

Bay Cities Consolidated Railway Co.—Chartered Mar., 1893, for 30 years. Annual meeting second Tuesday in Mar.

This company is now being reorganized and will probably be out of the hands of the receivers during the next few months.

Second mortgage 6. p. c. bonds, authorized and issued, $50,000; dated Nov. 21, 1896; int. payable semi-annually at office of Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage.

Receiver's certificates, 6 p. c., $295,000, issued June, 1900, $119,000 of which were used to retire a prior lien.

PLANT AND EQUIPMENT.—Miles of main line, 25, of second track, 5, of sidings, 3, total track (electric), 33; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. T and tram rail; 7 horses, 50 motor cars; 2–500 K. W. Siemens & Halske generators, 2–800 H. P. direct compound Russell engines, Gen. Elec. and West. motors, Brill, American and Stephenson cars, McGuire trucks.

OFFICERS.—Receivers M. P. Heraty (Philadelphia), J. C. Weadock (Bay City), Pres. M. P. Heraty, Gen. Man. & Pur. Agt. E. S. Dimmock, Supt. William Luxton, Ch. Engr. George Parker, Ch. Elecn. J. J. Thorne.

DIRECTORS.—George E. Shaw, M. P. Heraty, M. Hipple, L. Johnson, Philadelphia, Pa.

GENERAL OFFICE, Bay City, Mich.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1902. z

BEATRICE, NEB.

Population in 1880, 2,447, in 1890, 13,836, in 1900, 7,875.

Beatrice Electric Co.—This is the successor to the Beatrice Rapid Transit & Power Co., which was sold under foreclosure of mortgage on July 26, 1895. In July, 1899, Eugene J. Sullivan was appointed receiver of this property.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds issued, $60,000; dated 1895, due 1915.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 38 lb. and 52 lb. girder and T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, Short and West. dynamos and motors, American and St. Louis cars.

OFFICERS.—Receiver & Gen. Man. E. J. Sullivan, Pres. D. W. Merrow, V. Pres. John E. Smith, Sec. Albert S. Maxwell, Treas. Paul W. Horbach.

DIRECTORS.—Victor G. Lantry, John E. Smith, Albert S. Maxwell, Paul W. Horbach, E. J Sullivan.

GENERAL OFFICE, 1st National Bank Building.

Date of information, Dec., 1900. z

BEAVER FALLS, PA.

Population in 1880, 5,104, in 1890, 9,724, in 1900, 10,054, population served, 50,000.

Beaver Valley Traction Co.—Chartered June 29, 1891, in perpetuity. Annual meeting first Saturday in Nov. This company is a consolidation, effected Oct. 1, 1900, of the Beaver Valley Street Ry. Co., the Central Electric Street Ry. Co., the People's Electric St. Ry., of Rochester, Pa., the College & Grand View Elec. St. Ry., the Rochester & Monaca Elec. St. Ry. and the Beaver & Vanport Elec. St. Ry. This road was entirely reconstructed in 1901, and connects the following towns and boroughs, Beaver Falls, New Brighton, Rochester, Beaver, Monaca, Colonia, Freedom, Conway, Vanport, Bridgewater, Sharon, Fallston and College Hill.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $50 per share.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $675,000, in escrow, $325,000, to retire prior liens; dated Oct. 1, 1900, due 1950; denom. $1,000; subject to call at 110 and accrued interest; int. payable at office of Pennsylvania Co. for Insurance on Lives and Annuities, of Philadelphia, trustee of mortgage.

PRIOR LIENS.

First mortgage 6 p. c. gold coupon bonds, authorized and issued. $150,000; dated Aug. 8, 1891, due July 1, 1911; denom. $1,000; int, payable Jan. and July, at office of Union Trust Co., Pittsburgh, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Oct. 1, 1895, due 1915; denom. $500; int. payable Apr. and Oct., at office of Union Trust Co., of Pittsburg, Pa., trustee of mortgage.

People's Electric Street Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, $50,000; due 1912; denom. $1,000.

People's Electric Street Ry. Co.'s second mortgage 6 p. c. gold coupon bonds, $25,000; due 1915; denom. $1,000.

OPERATION.—Year ending

	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901
Receipts from passengers	$67,264	$66,920	$68,654	$58,107	$106,705
" other sources	1,291	3,017	2,186	1,362	41,287
" total	68,555	69,937	70,840	59,469	147,992
Operating expenses	37,979	39,425	42,296	48,015	66,526
Earnings from operation	30,576	30,512	28,544	11,454	81,466
Deductions from earnings.					
Interest on bonds	15,178	16,357	16,346	16,451	29,715
Taxes	2,637	2,739	1,895	3,198	2,109
Rentals and tolls	1,875	1,940			
Insurance	721	337			
Dividends				6,000	
Other deductions					8,362
Net income	10,165	9,139	10,303	*14,195	41,280
Total surplus account	52,705	54,933	59,279	45,103	38,476
P. c. op. exp. to total receipts	55.4	56.3	59.7	80.7	45.0

* Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip.	$314,124	$326,875	$607,084	$612,154	$1,750,000
Cash assets	474	2,717	4,433	7,696	179,498
Bills receivable	16,724	17,500	17,053	15,788	11,198
Dividend No. 1	6,000				3,016
Investments.					
B. V. S. R. stock	140,000	140,000			
Cent. Elec. "	110,000	110,000			
Real estate and bldgs.	23,362	31,241			
Suspense account					1,152
Total	$610,684	$628,333	$628,570	$635,638	$1,944,865
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$1,000,000
Funded debt	224,000	250,000	250,000	250,000	750,000
Bills payable	28,706	16,747			150,000
Accounts payable	5,273	6,653	19,273	40,535	6,389
Profit and loss (surplus)	52,705	54,933	59,297	45,103	38,476
Total	$610,684	$628,333	$628,570	$635,638	$1,944,865

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 5 ft. 2 in.; 73 lb. and 90 lb. girder rail; 46 motor cars; Ridgway and Buckeye engines, Babcock & Wilcox and Caldwell boilers, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. John M. Buchanan, V. Pres. Syndey L. Wright, Sec. & Treas. Walter Bilyeu, Asst. Sec. & Asst. Treas. J. C. Lightfoot, Gen. Man. Henry S. Newton, Conslt. Engr. A. H. Engstrom.

DIRECTORS.—John M. Buchanan, Theodore P. Simpson, Sydney L. Wright, W. Fred'k Snyder, Howard S. Graham, Wm. Henry Snyder, Harry W. Reeves, Wm. Redwood Wright, James P. Stone.

PHILADELPHIA OFFICE, 514 Walnut St.

GENERAL OFFICE, Beaver Falls, Pa.

POWER STATION, Rochester Township, Pa.

Date of information, Jan., 1902. b z

Riverview Electric Street Railway Co.—Chartered June 18 1892.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30, 1898. 1899. 1900. 1901.

	1898.	1899.	1900.	1901.
Gross receipts	$514	$2,714	$3,040	$3,508
Operating expenses	348	3,722	4,320	3,926
Earnings from operation	166	$992	*1,280	*418

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$25,986	$36,950	$38,608	$65,191
" " equipment	2,171	2,229	2,835	2,835
Cash	700	154		1,228
Sundries				512
Profit and loss (deficit)	841	2,130		2,549
Total	$28,857	$40,174	$43,573	$72,315
LIABILITIES.				
Capital stock	$14,190	$15,360	$15,560	$50,000
Loans	13,543	24,647	27,137	22,315
Accounts payable	958	167	876	
Total	$28,857	$40,174	$43,573	$72,315

PLANT AND EQUIPMENT.—Miles of track (electric), 3.63; 3 motor cars.

OFFICERS.—Pres. E. L. Hutchinson, V. Pres. H. H. Emerson, Sec. F. W. Walker, Treas. F. G. Barker, Gen. Supt. William Hazen.

DIRECTORS.—W. H. Emerson, H. F. Barker, F. G. Barker, F. W. Walker, J. D. Perrott, H. F. Dillon, E. L. Hutchinson.

GENERAL OFFICE, New Brighton, Pa.

Date of information, Dec., 1901. b

Patterson Heights Street Railway Co.—Chartered July 3, 1895. Annual meeting third Monday in Jan. The road is a combined electric and cable incline.

CAPITAL STOCK, authorized and issued, $6,000.

FUNDED DEBT.—First mortgage 6 p. c. gold registered bonds, authorized, $6,000, issued, $4,800; dated June 1, 1898; denom. $500; int. payable June and Dec., at First National Bank, Beaver Falls, Pa.; trustee of mortgage, James M. May.

OPERATION.—Year ending

	June 30, 1897.	June 30, 1898.	Dec. 31, 1899.	June 30, 1900.	June 30, 1901.
Total receipts	$1,237	$1,335	$1,270	$1,270	$1,288
Operating expenses	1,333	1,738	1,122	1,196	1,352
Earnings	*96	*403	148	74	*64
Taxes		11	10	16	10
Interest on bonds		444	250	194	146
Net income		*858	*111	*136	*220

*Deficit.

BALANCE SHEET.—Dated

ASSETS.	June 30, 1897.	June 30, 1898.	Dec. 31, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equipment	$9,000	$9,254	$9,254	$9,254	$9,254
Cash on hand		270	274	69	48
Profit and loss (deficit)		1,276	1,272	1,477	1,698
Total	$9,000	$10,800	$10,800	$10,800	$11,000
LIABILITIES.					
Capital stock	$6,000	$6,000	$6,000	$6,000	$6,000
Funded debt		4,800	4,800	4,800	5,000
Loans and accounts payable.	3,000				
Total	$9,000	$10,800	$10,800	$10,800	$11,000

PLANT AND EQUIPMENT.—Miles of track (electric), .45; gauge, 5 ft. 2½ in.; 30 lb. T. rail; 1 motor car; Gen. Elec. motors; Brill cars.

OFFICERS.—Pres. John Reeves, Sec. & Treas. John T. Reeves, Supt. Fred. Haser.

DIRECTORS.—John Reeves, Jas. F. Merriman, Henry W. Reeves, H. C. Patterson, C. H. Myers, John T. Reeves.

PRESIDENT'S OFFICE, 401 Seventh Ave., Beaver Falls, Pa.

Date of information, Dec., 1901. b

BELLEVILLE, ILL.

Population in 1880, 10,683, in 1890, 15,361, in 1900, 17,484.

St. Louis & Belleville Traction Co.—This company is the consolidation, in Jan. 1900, of the Belleville Electric Ry. Co., the St. Louis & Belleville Electric Ry. Co., and the St. Louis, Belleville & Suburban Ry. Co. The new company owns all the lines in Belleville and two double tracked lines (one on private right of way) between East St. Louis and Belleville. In Mar., 1902, this property was purchased by E. W. Clark & Co., of Philadelphia.

CAPITAL STOCK, authorized and issued, $1,500,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized $1,250,000, issued $1,000,000; in treasury for future extensions $250,000; dated Sept. 1, 1889, due 1919; denom. $1000; subject to call after ten years at 105, int. payable Mar. and Sept. at office of American Trust & Savings Bank of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, owned 48, leased 6, gauge 4 ft. 8½ in.; 20 motor cars; Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Pres. Geo. J. Kobusch, Sec. & Treas. Edw. Abends, Jr., Supt. A. C. Thompson, Gen. Man. Jno. M. Bramlette.

GENERAL OFFICE, Belleville, Ill.

Date of information, Mar., 1902. x

BELLEVILLE, ONT.

Population in 1891, 9,914, in 1900 (local estimates), 10,300.

The Belleville Traction Co. (Ltd.)—Chartered to build an electric railway in Belleville. This company has failed, and the road is not running.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 65 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Polson Iron Works engines, Gen. Elec. dynamos and motors, Can. Gen. Elec. cars.

OFFICERS.—Pres. S. A. Lazier, V. Pres. S. S. Lazier, Sec. Treas. & Supt. R. E. Lazier, Ch. Engr. A. Berrage, Elecn. James Deadey.

GENERAL OFFICE, Campbell St., Belleville, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 50.

Date of information, Mar., 1902. z

BENNINGTON, VT.

Population, in 1890, 3,971, in 1900, 5,656.

Bennington & Woodford Electric Railroad Co.—Chartered Nov., 1894. This road was placed in the hands of E. D. Bennett as receiver in Apr., 1899, as the result of damage by freshets in Oct., 1898, when operations were suspended. The property was sold at auction in Sept., 1900, to the Bennington & Hoosac Valley Ry. Co. In Jan., 1902, operations had not been resumed.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

BERKLEY, VA.

Population in 1890, 3,899, in 1900 (local estimate), 5,800.

The Berkley Street Railway Co.—Chartered Feb., 1888, in perpetuity. Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $75,000, issued, $21,250; par value, $50 per share.

FUNDED DEBT, $15,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. and 85 lb. T and girder rail; 10 cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. David G. Evans, Sec. Treas. & Man. H. Clay Tunis, Supt. Wm. Tillotson, Ch. Engr. of Power Station, J. H. Norton.

DIRECTORS.—T. H. Synon, H. L. Page, Wm. Tillotson.

PRESIDENT'S OFFICE, 17 Granby St., Norfolk, Va.

Date of information, June, 1901. d

BETHLEHEM, PA.

Population, in 1880, 5,193, in 1890, 6,762, in 1900, 7,293.

Bethlehem & Nazareth Passenger Railway Co.—This company is controlled and operated by the Lehigh Valley Traction Co., of Allentown, Pa.

CAPITAL STOCK, authorized, $150,000.

FUNDED DEBT, authorized, $150,000.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$255,115	Capital stock	$150,000
Cost of equipment	44,885	Funded debt	150,000
Total	$300,000	Total	$300,000

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T. rail; 6 motor cars.

OFFICERS.—Pres. Wilson J. Hartzell, Sec. John E. Kenny, Treas. C. A. Wolle, Supt. G. H. Wolle.

DIRECTORS.—Rob't E. Wright, Samuel Harris, W. J. Hartzell, J. E. Kenny, James Thomas, T. M. Dodson, C. A. Wolle, G. H. Wolle, Jos. J. McKee.

GENERAL OFFICE, Bethlehem, Pa.

Date of information, Dec., 1901. b

Slate Belt Electric Traction Co.—Chartered Feb. 14, 1899. This road is operated by the Lehigh Valley Traction Co.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$659,697	Capital stock	$360,000
Cost of equipment	60,303	Funded debt	360,000
Total	$720,000	Total	$720,000

OFFICERS.—Pres. G. A. Schneebeli, Sec. R. B. Keys, Treas. Clarence A. Walle.

DIRECTORS.—Truman M. Dodsen; Bethlehem, Pa.; James Thomas, Catasauqua, Pa.; Charles R. Horn, Catasauqua, Pa.; A. S. Keck, Allentown, Pa.; J. J. McKee, Bethlehem, Pa.; Alvin Hill, Bethlehem, Pa.; Geo. H. Wolle, Bethlehem, Pa.; G. A. Schneebeli, Nazarath, Pa.

Date of information, Aug., 1901. b

BEVERLY, MASS.

Population in 1880, 8,456, in 1890, 10,821, in 1900, 13,884.

Beverly & Danvers Street Railway Co.—This road resumed operation on June 20, 1896. Annual meeting fourth Wednesday in Oct. On Apr. 10, 1901, this company was consolidated with the Lynn & Boston R.R. Co., which is now a part of the Boston & Northern St. Ry. system. The capital stock of these companies, is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100 per share.

FUNDED DEBT.—See Boston & Northern St. Ry. Co.

OPERATION.—	Year ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	Year ending Sept. 30, 1899.	Year ending Sept. 30, 1900.	7½ mos. ending Apr. 10, 1901.
Gross receipts	$6,312	$6,975	$7,221	$7,679	$3,679
Operating expenses	5,441	5,397	4,371	5,074	2,838
Earnings from oper'n	871	1,578	2,850	2,605	841
Deductions from earn'gs.					
Int. on funded debt	2,440	2,400	2,400	2,400	860
" " unf'ded debt	11				
Taxes	71	73	128	133	26
Net deficit	1,651	895	*322	*72	45
Total deficit	6,092	6,902	6,579	6,507	995

*Surplus.

STATISTICS OF TRAFFIC.	Year ending Sept. 30, 1899.	Year ending Sept. 30, 1900.	7½ mos. ending Apr. 10, 1901.
Revenue passengers carried	144,084	153,597	74,572
Car miles run	47,560	52 953	27,560
Total receipts per car mile	$.151	$.145	$.133
Operating expenses per car mile	.091	.095	.103

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Sept. 30, 1900.	Apr. 10, 1901.
Cost of road	$24,065	$24,065	$24,065	$41,996	$27,832
" " equipment	3,854	3,854	3,854	3,854	4,370
" " land and buildings	2,979	2,979	2,979	2,979	4,700
Cash and current assets	806	2,661	1,469	1,757	60
Miscellaneous assets	17,983	17,983	18,010		174
Profit and loss (deficit)	6,092	6,902	6,579	6,507	
Total	$55,780	$58,444	$56,956	$57,093	$37,136
LIABILITIES.					
Capital stock	$12,000	$12,000	$12,000	$12,000	$36,000
Funded debt	40,000	40,000	40,000	40,000	
Current liabilities	3,130	5,797	4,284	4,417	141
Accrued "	650	647	672	676	
Profit and loss (surplus)					995
Total	$55,780	$58,444	$56,956	$57,093	$37,136

PLANT AND EQUIPMENT.—Miles of track (electric), 4.43; gauge 4 ft. 8½ in.; 50 lb. T rail, 2 motor cars.

OFFICERS.—Pres. P. F. Sullivan, V. Pres. E. C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams.

DIRECTORS.—P. F. Sullivan, Lowell, Mass.; Elwin C. Foster, Lynn, Mass.; Bentley W. Warren, Boston; G. A. Tapley, Danvers, Mass.; Charles Williams, Wakefield, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Operating detail, Vol., XIV, Sept. '98, p. 489.

Date of information, Feb., 1902. z

BIDDEFORD, ME.

Population in 1880, 12,651, in 1890, 14,443, in 1900, 16,145.

Biddeford & Saco Railroad Co.—Chartered Feb. 19, 1887, in perpetuity. Annual meeting in July.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $50 per share.

FUNDED DEBT.—New first mortgage 4 p. c. gold bonds, authorized $300,000, issued $150,000; in treasury for betterments, etc., $150,000; dated 1900, due 1940; denom. $1,000.

OPERATION.—Year ending June 30.

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$26,383	$24 958	$30,656	$31,572	$42,799
Operating expenses	20,307	16,731	16,381	20,803	30,013
Earnings from operation	6,076	8,227	14,275	10,769	12,786
Deductions from earnings.					
Interest on bonds	5,400	5,400	5,400	5,112	6,000
" float. debt	1,142	1,282	1,114	1,597	281
Taxes	321	327	533	466	420
Net income	*787	1,218	7,228	3,595	6,085
Credits to profit and loss				1,415	
Total surplus	*8,802	*7,584	* 356	4,654	10,739

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Maint. way and structure	$ 6,153	$ 1,536	$ 1,848	$ 1,829	$ 4,082
" of equipment	1,415	2,042	1,039	2,346	1,579
Conducting trans	9,586	10,595	11,733	13,730	22,174
General expenses	3,153	2,558	1,761	2,898	2,177
Total	$20,307	$16,731	$16,381	$20,803	$30,013

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	365,488	337,860	414,505	442,665	615,874
Car miles run	145,032	136,312	167,480	170,780	276,537
Gross receipts per car mile	$.182	$.183	$.183	$.185	$.155
Operating exps. per car mile	.140	.122	.097	.121	.109

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 67,355	$ 67,355	$ 67,355	$ 94,010	$116,849
" equipment	39,423	39,512	39,509	54,035	59,102
Cash assets	2,660	2,253	3,035	54,188	1,714
Sinking fund	12,200	14,000	15,800		
Land and buildings	27,460	27,460	27,460	33,921	42,162
Profit and loss (deficit)	8,802	7,584	356		
Total	$157,900	$158,164	$153,515	$236,154	$219,827

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$ 40,000	$ 40,000	$ 40,000	$ 40,000	$ 40,000
Funded debt	90,000	90,000	90,000	150,000	150,000
Other liabilities	27,900	28,164	23,515	41,500	19,088
Profit and loss (surplus)				4,654	10,739
Total	$157,900	$158,164	$153,515	$236,154	$219 827

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25; gauge, 4 ft. 8 ½ in.; 50 lb. T and 90 lb. girder rail; 16 motor cars and 8 trail cars, 2 snow plows and 4 other vehicles; West. engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. Chas. H. Prescott, Sec. & Treas. Eugene F. Lord, Gen. Man. E. A. Newman, Portland; Supt. W. A. Worthing, Ch. Engr. T. W. Greene.

DIRECTORS.—Chas. H. Prescott, Carlos Heard, Biddeford; H. P. Garland, Saco; Wm. G. Davis, Wm. R. Wood, Chas. F. Libby, Ammi Whitney, Wm. A. Wheeler, Chas. S. Fobes, Portland, Me.

GENERAL OFFICE, 154 Main St., Biddeford.

Date of information, Jan., 1902. z

BILOXI, MISS.

Population in 1900, 6,000.

Biloxi Street Railway Co.—The stockholders of this company have unanimously agreed to dissolve the corporation and divide the moneys on hand, but have determined to retain the charter. The company has been inoperative for about a year.

GENERAL OFFICE, Biloxi, Miss.

Date of information, Jan., 1902. z

Gulf Coast Electric Railway Co.—This company has been re organized, and expects to obtain a new charter and build about 20 miles of road.

OFFICER.—Gen. Man. W. L. Covel.

GENERAL OFFICE, Biloxi, Miss.

Date of information, Jan., 1902. z

BINGHAMTON, N. Y.

Population in 1880, 17,317, in 1890, 35,005, in 1900, 39,647; total population served, including villages of Lestershire, Endicott, Union, Hooper and Port Dickinson, 00,000.

Binghamton Railway Co.—Chartered Sept. 30, 1901. This is a consolidation of the following companies originally operating in Binghamton:

Binghamton & Port Dickinson Ry. Co.	incorp.	1868
Washington Street & State Asylum R. R. Co.	"	1871
Park Avenue R. R. Co.	"	1882
Washington Street, Asylum & Park R. R. Co.	"	1887
Binghamton Central R. R. Co.	"	1883
City Ry. Co.	"	1883
Court Street & East End R. R. Co.	"	1886
West Side Street Ry. Co.	"	1887
Binghamton Street R. R. Co.	"	1890
Binghamton R. R. Co.	"	1894
Binghamton, Lestershire & Union R. R. Co.	"	1894

Capital Stock, authorized, $1,150,000, issued, $700,860; par value, $100 per share.

Funded Debt, direct, $1,199,000 as follows:

First consolidated mortgage 5 p.c. gold bonds, authorized, $2,500,000, issued, $1,199,000, in escrow (see Note), $1,301,000; coupon, but may be registered; dated Dec. 10, 1901, due 1931; denom. $1,000; int. payable Jan. and July, at office of the Fidelity Trust Co., of New York, or Seaboard National Bank, New York, trustee of mortgage.

Note.—The mortgage or trust deed, dated Dec. 10, 1901, provided for an ultimate total issue of bonds of $2,500,000, of which $1,150,000 were placed in escrow with the trustee, to redeem underlying bonds of the Binghamton R. R. Co., and the Binghamton, Lestershire & Union R. R. Co., the issue of bonds being a first mortgage on all of the property of the consolidated lines. $101,000 of the underlying bonds have already been retired in accordance with the above provision.

Of the remaining bonds, $1,200,000 are also placed in escrow with the trustee to provide for future extensions, betterments and improvements. The mortgage provides that the $1,200,000 of bonds shall be certified by the trustee only upon presentation to said trustee of verified certificates of disbursements or vouchers of expenditures executed by the officers of the Railway Company, and it is further expressly provided that bonds in excess of $1,500,000 shall not be certified by the trustee except upon the written request of stockholders owning at least 51 per cent of the capital stock of the company, specifying the amount of bonds so to be issued and the purpose or purposes for which the proceeds of said bonds are to be used and that the issuance of bonds in excess of that amount shall be consented to by the Board of Railroad Commissioners of the State of New York.

The mortgage also provides that after the expiration of ten years from date thereof, the company may declare bonds to the extent of at least $50,000 and not more than $100,000, due and payable on any interest date, at 110 and interest, provided the bonds so declared due and payable shall be drawn by lot by the trustee from the bonds then outstanding.

Franchises.—In addition to the old and valuable charters originally granted to its constituent companies, the Binghamton R. R. Co. secured, in 1892, franchises practically exclusive and perpetual, that permit street railway operation in the City and in the villages of Port Dickinson and Lestershire. Existing perpetual contracts between the Binghamton Railway Co. and the city of Binghamton, the villages of Lestershire and Union, and the town of Dickinson, provide that the Binghamton Railway Co. is to pay one-fifth of the expense of all new paving between the rails of its tracks and are exempted from any portion of expense of maintenance and repairs of paving between the rails of its tracks or outside thereof.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$151,105	$161,704	$162,925	$176,210	$204,079
Operating expense	86,251	87,951	90,744	97,102	110,554
Earnings from operation.	64,854	73,753	72,181	79,108	93,525
Deductions from earnings.					
Taxes	4,590	5,400	5,400	5,700	6,000
Interest	36,225	41.975	45,439	45,462	50,817
Rentals	6,327	6,922	6,210	6,250	5,625
Net income	17,712	19,456	15,092	21,696	31,083
Total surplus account	84,308	103,764	114,155	131,428	162,512
Per cent. operating exp. to total receipts	57	54	55	55	54

Balance Sheet.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equipment	$1,524,541	$1,614,266	$1,694,324	$1.728,573	$2,015,435
Cash on hand			18,862	10,382	78,201
Current assets	15,987	30,752	2,331	2,511	3,193
Bills and accts. receivable	23,273	26,853	26,962	30,820	30,672
Supplies	4,236	3,110	1,730	4,071	6,647
Total	$1,568,037	$1,674,981	$1,744,209	$1,776,357	$2,134,148
LIABILITIES.					
Capital stock	$ 518,870	$ 519,970	$ 545,665	$ 552,400	$ 700,800
Funded debt	845,000	925,000	974,000	980,000	1,199,000
Bills payable	113,076	92,630	78,095	78,207	35,000
Accrued interest	3,000	3,000	3,000	3,000	3,375
Accts. payable	3,783	30,617	29,294	31,322	33,461
Profit and loss (surplus)	84,308	103,764	114,155	131,428	162,512
Total	$1,568,037	$1,674,981	$1,744,209	$1,776,357	$2,134,148

Note.—Above statement for years ending Dec. 31. 1897, 1898, 1899 and 1900 includes the statistics and results of operation of the roads merged into the Binghamton Ry. Co., and for the year ending Dec. 31, 1901, of the consolidated company.

Dividends in 1900 and 1901, 2 p. c.

Plant and Equipment.—Miles of track (electric), 36.25; gauge, 4 ft. 8½ in.; 40 lb. to 94 lb. T and girder rail; 67 motor and 39 trail cars; Ball & Wood, and McIntosh & Seymour, C. C. engines, Gen. Elec. dynamos and motors, Stephenson, Brill and Laclede cars.

Officers.—Pres. G. T. Rogers, V. Pres. J. B. Landfield, Sec. Jos. M. Johnson, Treas. H. C. Hardie, Gen. Man. Supt. & Pur. Agt. J. P. E. Clark, Ch. Engr. of Power Station John H. Cole, Mast. Mech. F. W. Summers.

Directors.—G. T. Rogers, C. J. Knapp, John B. Rogers, Jos. M. Johnson, Geo. E. Green, F. E. Ross, T. J. Keenan, T. S. Rogers, J. B. Landfield, J. P. E. Clark, all of Binghamton, N. Y., and J. W. Cunningham, of New York City.

General Office, Power Station, Binghamton, N. Y.

References.—Description of road, Vol. VIII, Sept., '92, p. 542. Vol. XI., Feb., '95, p. 81 (ill.); annual report, Vol. X. June, '94, p. 411; Vol. X, Sept., '94, p. 600. Description of Ross Park (brief), Vol. XV, May, '99, p. 302; description of park (brief), XVII, June 1, '01, p. 663.

Date of information, Feb., 1902. z

For map of road see page 25.

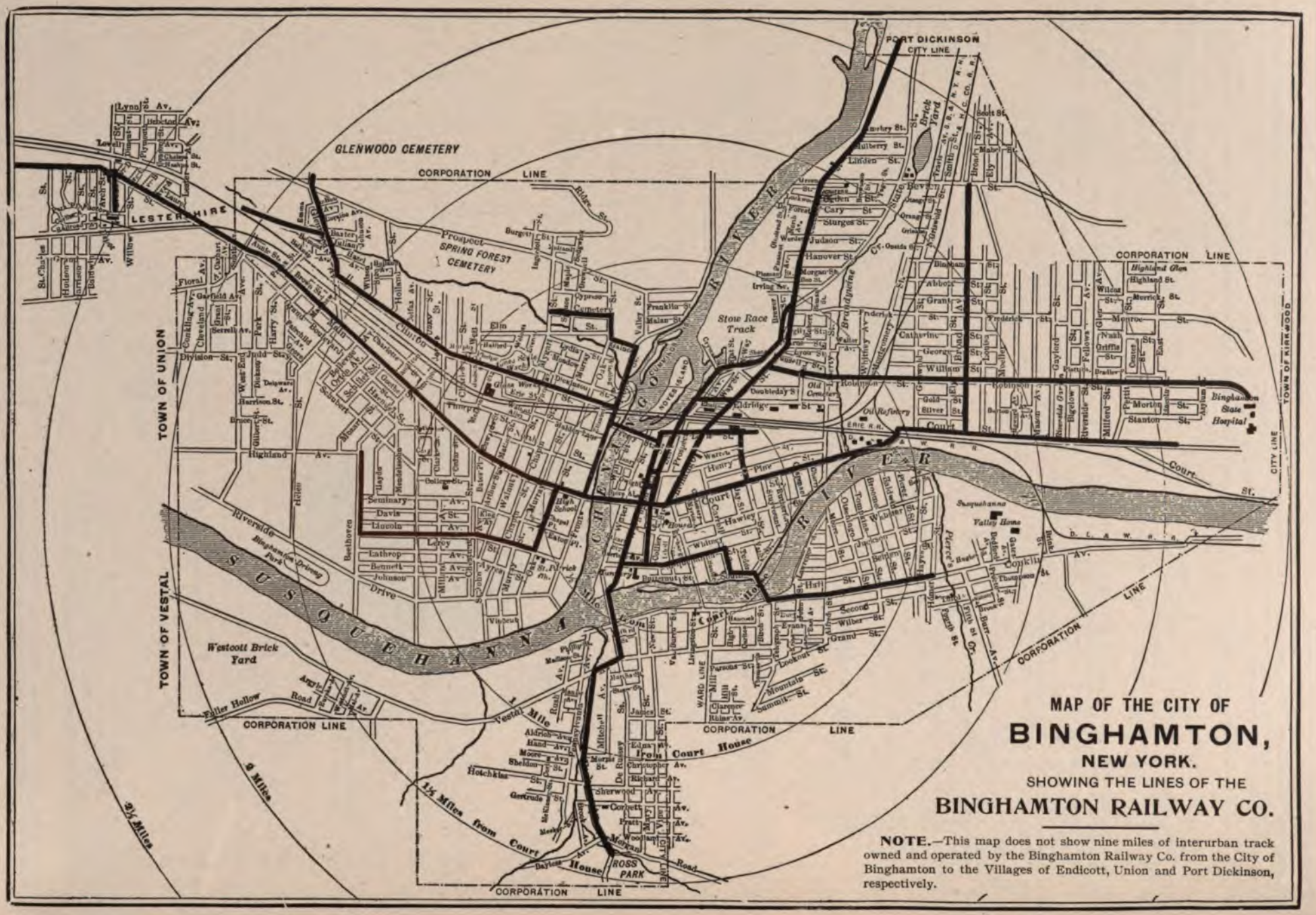
BIRMINGHAM, ALA.

Population in 1880, 3,086, in 1890, 26,187, in 1900, 38,415.

Birmingham Railway, Light & Power Co.—Perpetual charter granted 1899, municipal franchises 1900. Annual meeting second Tuesday in Dec. This company is a consolidation in Oct., 1900, of the Birmingham Ry. & Electric Co. (chartered May 5, 1890), the Birmingham, Powderly & Bessemer Ry. Co., and the Birmingham Traction Co., and their constituent companies, and controls all of the street railway companies of Birmingham and vicinity.

CAPITAL STOCK, common, authorized and issued, $3,500,000; par value, $100 per share; 6 p c. cumulative preferred stock, authorized and issued, $1,500,000; par value, $100 per share.

Please note date of information at end of each report.


GLENWOOD CEMETERY
CORPORATION LINE
PORT DICKINSON
CITY LINE
LESTERSHIRE
TOWN OF UNION
Prospect
SPRING FOREST
CEMETERY
Stow Race Track
Brick Yard
CORPORATION LINE
Highland Glen
Binghamton State Hospital
CITY LINE
TOWN OF FENWOOD
Court St.
Susquehanna Valley Home
SUSQUEHANNA
RIVER
TOWN OF VESTAL
Westcott Brick Yard
Fuller Hollow
Road
CORPORATION LINE
1 Mile
2 Miles
2½ Miles
1½ Miles from Court House
Court House
ROSS PARK
CORPORATION LINE
CORPORATION LINE
CORPORATION LINE
MAP OF THE CITY OF
BINGHAMTON,
NEW YORK.
SHOWING THE LINES OF THE
BINGHAMTON RAILWAY CO.
NOTE.—This map does not show nine miles of interurban track owned and operated by the Binghamton Railway Co. from the City of Binghamton to the Villages of Endicott, Union and Port Dickinson, respectively.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold coupon bonds, authorized, $6,000,000, issued, $3,750,000; coupon, but may be registered; dated July 1, 1901, due 1951; denom. $1,000; int. payable Jan. and July, at office of Old Colony Trust Co., Boston, trustee of mortgage, or at Commercial National Bank, New Orleans, La.

Birmingham Ry. & Electric Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,250,000; dated July 2, 1894, due 1924; denom. $1,000; int. payable at office of Central Trust Co., New York; trustee of mortgage, Birmingham Trust & Savings Co.

NOTE.—$1,250,000 of the first consolidated mortgage bonds are reserved to take up a like amount of the bonds of the Birmingham Ry. & Electric Co. Of the $3,750,000 issued, $1,820,000 were used to take up the first mortgage bonds of 1900, holders of which received a bonus of 10 p. c. in common stock in exchange. Consolidated mortgage bonds may be called for payment at 110 and accrued interest after 1906.

PLANT AND EQUIPMENT.—Miles of track (electric), 65, steam, 20; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T rail; 135 motor cars; Gen. Elec. generators and motors, Brill cars.

OFFICERS.—Pres. J. P. Ross, V. Pres. W. A. Walker, Sec. G. O. Simpson, Treas. Robert Jemison, Gen. Man. George N. Davis.

DIRECTORS.—N. Baxter, Jr., A. M. Shook, N. E. Barker, B. F. Roden, R. H. Pearson, H. M. Atkinson, J. K. Newman, W. H. Kettig, G. B. McCormack, M. V. Joseph, Gordon Abbott, S. H. Marsh, George N. Davis.

GENERAL OFFICE, 2024 First Avenue, Birmingham, Ala.

POWER STATION.—19th St. and Powell Ave., Birmingham, Ala.

REFERENCES.—BIRMINGHAM RY. & ELEC. CO.—Description of road, Vol. X, Souv., '94, p. 34; operating detail (brief), Vol. XII, Sept., '96, p.529; description of parks (brief), Vol. XIII, Mar., '97, p. 153 (ill.); details of consolidation, Vol. XVI, Nov. 17, '00, p. 1128; description of road, Vol. XVI, June 2, '00, p. 528, p. 424 (ill.); description of park (brief), Vol. XVII, May 4, '01, p, 556; reorganization, Vol. XVIII, Aug. 17, '01, p. 189; system of engaging employees, Vol. XIX, Feb. 1, '02, p. 151.

Date of information, Mar., 1902. x

For map of road see page 27.

BLOOMINGTON, ILL.

Population in 1880, 17,180, in 1890, 20,484, in 1900, 23,286.

Bloomington & Normal Railway Co.—Chartered June 17 1898, for 99 years. Annual meeting third Tuesday in June. This company is the successor to the Bloomington City Railway Co., whose property this company acquired.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July, 1898, due 1923; int. payable Jan. and July at office of Illinois Trust & Savings Bank, of Chicago, trustees of mortgage, or at office of Chase National Bank, New York City.

Bonds may be called for payment at one month's notice, at par and accrued interest in ten, fifteen or twenty years.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft 8½ in.; 45 lb., 60 lb. and 70 lb. T rail; 30 cars, of which 20 are motor cars and 10 trail cars; St. Louis, Corliss engines, West. direct connected dynamos, West. and Gen. Elec. motors, St. Louis cars and trucks.

OFFICERS.—Pres. A. E. DeMange, V. Pres. & Gen. Man. John Eddy, Sec. & Treas. J. F. Evans, Supt. Wm. Irvine, Elecn. C. W. Robinson.

DIRECTORS.—A. E. DeMange, W. E. Gray, J. Eddy, J. F. Evans, J. O. Wilson, R. T. Evans, W. E. Rossney.

GENERAL OFFICE, Bloomington, Ill.

Date of information, Mar., 1902. z

BOISE CITY, IDAHO.

Population in 1880, 1,896, in 1890, 2,311, in 1900, 8,794.

Boise Rapid Transit Co.—Charter and municipal franchise granted in 1892 for 50 years. Annual meeting in Sept.

CAPITAL STOCK, authorized, $200,000, issued, $54,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; 40 H. P. station plant; Gen. Elec. dynamos and motors, Brills car and trucks; water power.

OFFICERS.—Pres. Geo. Aineslie, V. Pres. D. Arnold, Sec. H. E. Neal, Treas. Pur. Agt. & Gen. Man. G. D. Ellis, Elecn. C. Hutchison, Aud. W. Wallace.

DIRECTORS.—Geo. Aineslie, D. Arnold, M. E McCarty, Geo. W. Russell, W. H. Janman, Geo. D. Ellis, John P. Morgan.

GENERAL OFFICE, Main and 7th Sts.

Date of information, June, 1901. d

BOONE, IA.

Population in 1880, 3,330, in 1890, 6.518, in 1900 (local estimates), 11,500.

Boone Electric Street Railway & Light Co.—Chartered June 1, 1883, for 20 years. Municipal franchise granted June 1, 1883, for 50 years.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $125,000, issued, $75,000; dated July 1, 1893, due 1913; denom. $500 and $1,000; int. payable Jan. and July, at City Bank of Boone; C. J. Ericson, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers....	$ 5,512	$ 7,778	$11,341	$13,864	$15,239
" " other sources..	12,144	13,055	15,560	15,789	18,113
" total.....	17,656	20,833	26,901	29,842	33,352
Operating expenses and taxes	10,085	11,200	12,400	16,081	20,000
Earnings from operation.....	7,571	9,633	14,501	13,761	13,352
Interest on bonds.....	3,720	4,260	4,290	4,500	4,500
Net income.....	3,851	5,373	10,211	9,261	8,852

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. steel rail; 2 motor cars and 2 trail cars; 500 H. P. station plant; West. generators and motors, Laclede cars, Peckham trucks.

ELECTRIC LIGHTING PLANT.—1 West. dynamo, 1200 lights, 2 Edison dynamos, 1800 lights each, 1 Edison dynamo, 400 lights, 1 series P arc dynamo, 100 lights; 1 West. 100 K. W. dynamo; 3 boilers of 125 H. P. each; 3 boilers of 150 H. P. each; 3 West. engines, 500 H. P.

OFFICERS.—Pres. & Gen. Man. L. W. Reynolds, V. Pres. D. F. Goodykoontz, Sec. & Man. John Reynolds, Treas. City Bank of Boone, Supt. & Elecn. F. H. Richardson, Ch. Engr. John May.

GENERAL OFFICE, Boone, Ia.

Date of information, Jan., 1902. z

Boone Suburban Railway Co.—This road runs from Court House in Boone to the mining district on Des Moines River and is owned personally by L. W. Reynolds. No stock or bonds have been issued and the road is clear of all incumbrances.

OPERATION.—Year ending Dec. 31, 1901.

Total receipts.....	$9,000
Operating expenses.....	4,000
Earnings from operation.....	5,000

PLANT AND EQUIPMENT—Miles of track (electric), 4.5; gauge, 4 ft 8½ in.; 45 lb. steel rail; 2 motor cars, 2 trail cars; West generator.

GENERAL OFFICE, Boone, Ia.

Date of information Jan., 1902. z

BOSTON, MASS.

The population of Boston proper in 1880 was 362,839, in 1890, 448,477, in 1900 560,892. The total population of the city and suburbs in 1900 was approximately 1,050,000.

Boston Elevated Railway Co. — Chartered 1894 (charter amended June 19, 1897), for the purpose of building an elevated railway, leasing and operating surface lines, and furnishing rapid transit to the City of Boston. The company operates under lease the property of the West End Street Railway Co., to which is leased the Subway, built by the City of Boston within its "congested district." For terms of leases see West End Street Ry. Co.

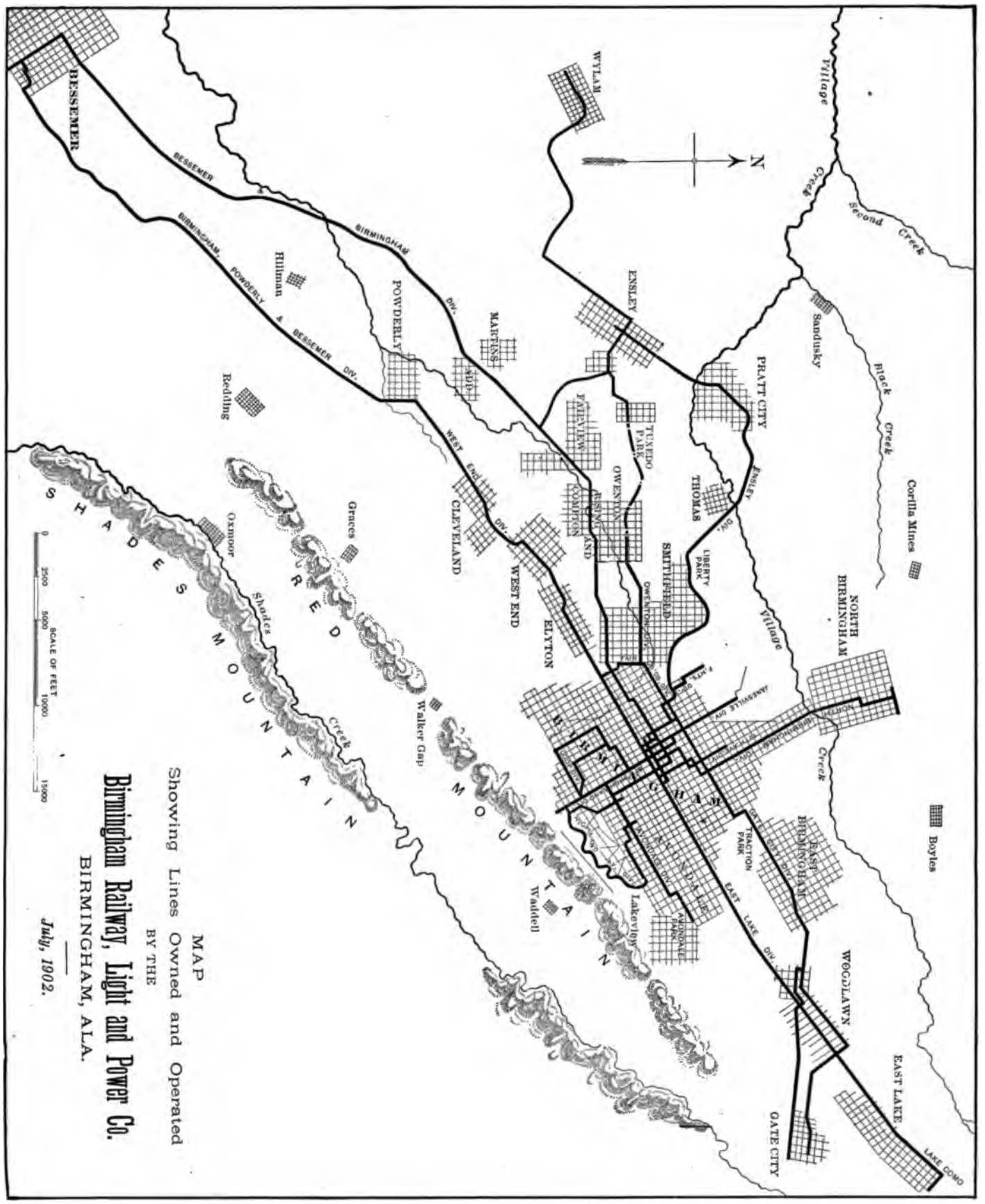
An elevated railway to be operated in connection with the Subway and with the company's surface lines was put in operation on June 10, 1901. Atlantic Avenue line opened Aug. 22, 1901.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share. Permission to issue $10,000,000 was granted by R. R. Commissioners, $500,000 on July 26, 1897, $9,500,000 on July 6, 1900.

Funded Debt.—The company has no direct funded indebtedness. The funded indebtedness of the West End Street Ry. Co., interest on which forms part of the rental of the latter, is $12,866,000. For details see West End Street Ry. Co.

Operation.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Rects. passengers.....	$8,967,588	$9,449,929	$ 9,948,439	$10,562,533
" other.....	289,665	306,208	288,555	306,962
" total.....	9,257,253	9,756,137	10,236,994	10,869,495
Op. expenses.....	6,566,584	6,827,151	6,828,110	7,336,597
Earnings oper'n.....	2,690,669	2,928,986	3,408,884	3,532,898



MAP

Showing Lines Owned and Operated

BY THE

Birmingham Railway, Light and Power Co.

BIRMINGHAM, ALA.

July, 1902.

Deductions.	1898.	1899.	1900.	1901.
Int.on bds. W.E.Ry	498,600	495,725	498,570	575,551
Taxes	602,227	757,995	825,993	895,068
Rentals (paid as dividends to lessors)	1,157,120	1,157,130	1,157,130	1,157,130
Subway rental	106,135	204,538	211,147	*148,611
Depreciation fund			240,000	120,000
Total	2,364,092	2,615,388	2,932,840	2,896,360
Net income	326,577	313,598	476,044	636,538
†Int.pd.h'ld'rs of B.E.rcts	112,500	262,500		
Div. paid on capital stk.				225,000
Int.pd.on cap.stk.pd.in.				112,500
To surplus account	214,077	51,098	138,544	61,539
Total surplus account		265,175	401,970	463,509

*Rent paid for subway in 1901 was $213,205, less amount collected from Boston & Northern St. Ry. Co. for 3 years and 28 days' use to Sept. 30, 1901, $64,094—$148,611.

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
General expenses	$ 790,323	$ 835,000	$ 858,895	$ 698,046
Maint. of track and bldgs.	1,150.728	1,309,198	1,022,002	877,516
Equipment	624,542	602,521	579,109	709,335
Road and snow exp. / Transportation exp.	4,000,990	4,080,432	4,368,104	5,051,700
Total	$6,566,584	$6,827,151	$6,828,110	$7,336,597

STATISTICS OF OPERATION.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Round trips	3,156,424	3,177,701	3,405,396	3,899,518
Revenue miles, elec.	31,933,624	34,542,520	38,126,445	42,104,688
" " horse.	275,526	51,704	45,539	10,521
" " ele'vtd				1,516,175
U. S. mail cars	170,295	174,294	181,530	193,495
Revenue miles total.	32,379,445	34,768,518	38,353,514	43,824,879
Total revenue passengers carried	181,321,295	191,023,224	201,124,710	213,703,983
Transfer passengers carried	28,239,880	42,113,715	48,695,787	
Pass. rects.,elec.	$8,911,081	$9,443,779	$9,941,721	10,562,533
" " horse.	56,506	6,150	6,718	
" " elevated.				
Rect. from mail cars.	20,097	20,046	21,678	21,600
" total	8,987,684	9,469,975	9,970,117	10,584,134
Aver. rects. per pass.	.04945	.04947	.04947	.04943

Balance Sheet.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$ 686,326	$2,318,143	$4,412,925
Cost of equipment		35,813	874,447
Real estate	738,610	1,762,384	3,514,928
Subway construction and equip.		40,791	133,061
Cash on hand and in bank	3,599,160	7,088,537	636,800
Bills and accounts receivable	83,239	200,187	469,313
Stocks and bonds	212,011	240,011	212,011
Bonds deposited with Commonwealth of Mass	500,000	500,000	500,000
Materials and supplies	232,626	215,429	604,192
Somerville Horse R. R. Co.	102,851	102,851	102,851
West End St Ry.Co., open accounts	654,264	700,265	708,945
" " " property "	2,101,081	1,882,446	3,286,496
" " " bond "	127,500	1,918	30,605
Total	$9,037,668	$15,088,776	$15,486,574

LIABILITIES.	1899.	1900.	1901.
Common stock	$5,000,000	$10,000,000	$10,000,000
Audited vouchers and accounts	192,971	695,720	421,056
Salaries and wages	114,322	149,067	133,649
Notes payable			375,000
Dividends not called for	7,612	7,951	9,884
Matured interest, coupons unpaid	36,662	31,648	35,400
Rentals unpaid	317,975	317,975	317,975
Outstanding tickets and checks	19,971	19,565	20,282
Interest accrued and not yet due	128,042	141,915	142,102
Taxes accrued and not yet due	751,929	820,670	885,422
Rentals accrued and not yet due	131,825	131,825	131,825
West End St. Ry. Co., lease ac.	1,227,208	1,227,208	1,227,208
West End Street Ry. Co. special bond account	73.75		
Damage fund	410,222	423,262	423,262
Insurance fund	120,000	240,000	300,000
Depreciation fund	240,000	480,000	600,000
Profit and loss (surplus)	265,175	401,970	463,509
Total	$9,037,668	$15,088,776	$15,486,574

Mileage.—The following is the track mileage of the West End Street Ry. Co. on Sept. 30, 1897, and of the Boston Elevated Ry. Co. for the years 1898 and thereafter.

	1897.	1898.	1899.	1900.	1901.
Main line	154.918	158.992	165.554	179.826	*197.662
Second track	113.566	121.167	134.739	152.351	164.351
Sidings, etc.	7.826	6.954	37.380	37.984	8.910
Car houses and yards	28.152	28.937			37.418
Total	304.462	316.050	337.673	370.161	408.340
Miles built with heavy girder rail	223.54	243.370	276.040	318.2	339.16
Miles compl't'ly equipped electric system	293.540	306.024	327.133	353.636	386.243
Miles partially equipped	2.798	2.333	3.908	10.354	†.350
Miles built in the Subway		5.473	5.473	5.42	5.11

*Includes 6.644 miles of elevated track.
†Underground wiring only.

Plant and Equipment.—Gauge, 4 ft. 8½ in.; 50 lb. to 100 lb. girder and tram rail; 285 horses, 227 horse cars and 3,205 motor cars, 12 mail cars; 4,487 motors, 75 horse snow plows, 212 electric snow plows, 551 snow sleds, 543 miscellaneous vehicles; Allis, A. & S., McI. & S. engines, Gen. Elec. dynamos, Gen. Elec., West. and Walker motors, Jones, Newburyport, Laconia, Pullman, Brownell and own cars.

Officers.—Pres. William A. Bancroft, V. Pres. Charles S. Sergeant, Sec. John T. Burnett, Treas. William Hooper, Auditor H. L. Wilson, Gen. Solicitors, Gaston, Snow & Saltonstall, General Counsel, J. Otis Wardwell, Ch. of Bureau of Real Estate, Geo. C. Travis, Ch. Engr. Elevated Lines, Geo. A. Kimball, Pur. Agt. Edward Mahler.

Directors.—Frederick H. Ayer, William A. Bancroft, Samuel Carr, T. Jefferson Coolidge, Jr., N. W. Rice, W. S. Swan, Wm. S. Spaulding, William A. Gaston, F. H. Peabody, James M. Prendergrast, James Phillips, Jr., Robert Winsor, John J. Bright.

Executive Committee.—William A. Bancroft, James H. Prendergast, Robert Winsor.

General Office, 101 Milk St., Boston, Mass.

Power Station.—Lincoln Wharf, Boston, Mass.

References.—Capital stock, Vol. XIII, Sept., '97, p. 574; election of directors, Vol. XIV, Feb., '98, p. 105; general situation, Vol. XIV, May, '98, p. 268; cost of electric power gen., Vol. XIV, Sept., '98, p. 492; description of road, Vol. XIV, Sept., '98, p. 501 (ill.); annual report, Vol. XV, Feb., '99, p. 105; traffic conditions, Vol. XV, Mar.,'99. p. 158 (ill.); installation work, Vol. XV, Dec. '99, p. 863 (ill.); important changes in Boston, Vol. XVI, Feb. 3, '00, p. 127; construction work, May 19, '00, p. 502; June, '00, p. 471; subway electrical tests, Apr. 14, '00, p. 395; multiple unit system, May 12, '00, p. 489; tests of train unit, May 5, '00, p. 364; controlling systems, May 5, '00, p. 440 (ill.); annual report, Vol. XVII, Jan. 12, '01, p. 103; description of power plant, Vol. XVII, Mar. 2, 01, p. 253 (ill.); opening of road. Vol. XVII, May 4, '01, p. 533 (ill.); block signal system, Vol. XVIII, Sept. 7, '01, p. 259 (ill.).

Date of information, Mar., 1902. z

For map of system, see inset between pages 28 and 29.

West End Street Railway Co.—Chartered Feb. 1, 1887. Annual meeting in Nov. This is a consolidation of the following companies:

Metropolitan R. R. Co.
Boston Consolidated Street Ry. Co.,
  Highland Street Ry. Co.
  Middlesex R. R. Co.
South Boston R. R. Co.
Cambridge R. R. Co.
  Charles River Street Ry. Co.
  Arlington Horse R. R. Co.
Suburban Street Ry. Co.

Leased, on Dec. 30, 1897, to the Boston Elevated Ry. Co. for 24 years, 8 months and 9 days from Oct. 1, 1897, at a rental of 7 per cent. per annum on its common and 8 per cent. on its preferred stock, in addition to rentals, interests, etc.

In Dec., 1896, the West End Street Ry. Co. leased from the city of Boston the right to use the subway for 4⅞ p. c. of net cost of the subway, this cost not to exceed $7,000,000. This lease has been assumed by the Boston Elevated Ry. Co.

Capital Stock.—Common stock, authorized, $10,000,000, issued, $9,085,000; par value, $50 per share.

8 p. c. preferred stock, authorized and issued $6,400,000; par value, $50 per share.

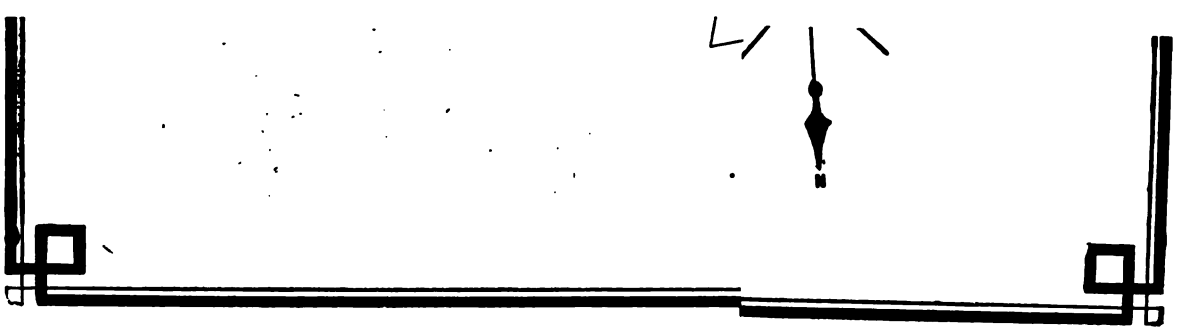
Funded Debt.—$12,866,000, as follows:

Debenture 5 p. c. gold coupon bonds, $3,000,000; dated Nov. 1, 1892, due 1902; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston.

Debenture 4½ p. c. gold coupon bonds, authorized and issued, $2,000,000; dated Mar. 1, 1894, due 1914; denom., $1,000; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston.

Debenture 4 p. c. gold coupon bonds, authorized and issued, $815,000; dated 1896, due 1916; denom. $1,000; int. payable May 1 and Nov. 1, at office of American Loan & Trust Co., of Boston.

Please note date of information at end of each report.



4 p. c. gold coupon bonds, authorized and issued, $2,700,000; dated Feb, 1, 1897, due 1917; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston.

Debenture 4 p. c. coupon bonds, authorized and issued, $2,109.000; dated Aug. 1, 1900, due 1915; denom. $1,000; int. payable Feb- and Aug. at office of Old Colony Trust Co. of Boston.

Assumed mortgage obligations of constituent corporations:

Bonds	Metropolitan R. R.	due in	1903, 5	per cent.	$500,000
"	Middlesex R. R.	"	1904, 5	"	200,000
"	Highland St. Ry.	"	1902, 5	"	300,000
"	Boston Con. St. Ry.	"	1907, 5	"	500,000
"	So. Boston H. Ry.	"	1905, 5	"	200,000
"	Cambridge R. R.	"	1903, 5	"	392,000
"	Cha's River St. Ry.	"	1904, 5	"	150,000

Interest on all these bonds is paid by the Boston Elevated Ry. Co.

Dividends.—On common stock, in 1888, 5 p. c.; in 1889, 10 p. c.; in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892, 10 p. c.; in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 6½ p. c.; in 1896, 7 p. c.; in 1897, 7½ p. c., in 1898–9, 1900 and 1901, 7 p. c. On preferred stock, since 1888, 8 p. c.

Dividends on common stock payable Apr. 1 and Oct. 1; on preferred stock Jan. 1 and July 1.

Leased Roads.—The company leases the properties of the Malden & Melrose R. R. Co., the Somerville Horse R. R. Co., and the Boston & Chelsea R. R. Co.

Operation.—(See Boston Elevated Ry. Co.)

Balance Sheet.—The following balance sheets of the West End Ry. Co., are given herewith for the sake of comparison.

Assets.

CONSTRUCTION, EQUIPMENT AND REAL ESTATE.

Year ending Sept. 30,	1899.	1900.	1901.
Construction of road	$ 6,685,924	$ 6,918,634	$ 7,112,390
" electric lines	2,161,129	2,222,307	2,289,713
" subway equip.	292,275	295,402	301,916
General equipment	6,909 278	7,097,287	7,365,581
Other permanent investments	10,778,312	10,553,c90	10,469,041
Engineering expenses	175,712	175,712	175,713
SUNDRY ITEMS.			
Cash and current assets	1,676	35,232	3,189
B. Elev. Ry. Co. spec. bond ac.	75,932		
B. Elev. Ry. Co. lease account.	1,227,208	1,227,208	1,227,208
Total	$28,307,446	$28,524,872	$28,944,751

Liabilities.

Capital stock, common	$ 9,085,000	$ 9,085,000	$ 9,085,000
" " preferred	6,400,000	6,400,000	6,400,000
Funded debt	10,945,000	12,866,000	12,866,000
B. E. Ry. Co. account	*1,804,055	605	*419,935
Profit and loss (surplus)	73,391	173,267	173,815
Total	$28,307,446	$28,524,872	$28,944,751

*This item is a liability of this company only so far as it is made such by the terms of the lease between this company and the Boston Elevated Ry. Co., and is payable only to the extent and in the manner provided in said lease.

Plant and Equipment.—Miles of track, 373.56 (See Boston Elevated Ry. Co.)

Officers.—Pres. Jos. B. Russell, V. Pres. G. T. W. Braman, Sec. & Treas. Parkman Dexter.

Directors.—G. T. W. Braman, Jos. B. Russell, Samuel Spencer, Moses Williams, Chas. A. Williams, Alfred Winsor, C. Minot Weld, S. M. Weld, John Parkinson, William Skinner, Charles M. Baker, Edwin F. Atkins, Parkman Dexter,

General Offices, 101 Milk Street.

References.—Description of road, Vol. XI, Apr., '95, p. 267 (ill.), Vol. VIII, June, '92, p. 353; description of power plant, Vol. VI, Jan.; '90, p. 2 (ill.); description of central power plant. Vol. VIII, Sept., '92, p. 516 (ill.); description of East Cambridge power plant, Vol. VIII, Oct., '92, p. 574 (ill.); increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. X, Mar., '94, p. 213; annual report, Vol, VII, Dec. '91, p. 698; Vol. VIII, Jan., '92, p. 21; Vol. VIII, Dec., '92, p. 771; Vol. X, Jan., '94, p. 28; Vol. X, Dec., '94, p. 777; notes, Vol. VI, Aug., '90, p. 400; Vol. VII, Feb., '91, p. 91; Vol. VII, May, '91. p. 223 (ill.); Vol. VII, July, '91, p. 371; diagram, Vol. VI, Feb., '90, p. 90 (ill.); general information, Vol. VIII, Oct., '92, p. 605 (ill.); description of repair shop, Vol. XII, Feb., '96, p. 95 (ill.); description of power plant, Vol. XII, Mar., '96, p. 177 (ill.); description of car house, Vol. XII, Apr., '96, p. 249 (diagrams); description of road (brief), Vol. XII, Oct., '96, p. 606; power station capacity, Vol. XIII, July, '97, p. 429; description of power plant, Vol. XIII, Dec., '97, p. 856 (ill.); annual report, Vol. XIII, Dec., '97, p. 874; operating details, Vol. XIV, Sept., '98, p. 489; description of subway, Vol. XIV, Sept., '98, p. 493 (ill.).

Date of information, Mar., 1902. z

Massachusetts Electric Companies.—This is not an incorporated company, but was formed in May, 1899, as a voluntary association of electric light and street railway companies, which is managed by a board of fifteen trustees, who hold the title to its assets. The Declaration of Trust strictly provides against the creation of any indebtedness for which any shareholder or officer can be held personally liable.

The following is a list of the street railway companies controlled Feb. 1, 1902, those marked * having at various dates (see report of companies) absorbed all of the other companies. In Mar., 1901, the total number of companies had been reduced to three operating companies. For details of operation, etc., see the reports of the individual companies located under the name of the town or city in which their principal office is located.

Beverly and Danvers.
Boston, Milton & Brockton.
Braintree.
Brockton, Bridgewater & Taunton
*Brockton.
Brockton & East Bridgewater.
Dighton, Somerset & Swansea.
Globe (Fall River, Mass).
Gloucester.
Gloucester, Essex & Beverly.
Gloucester & Rockport.
*Lowell, Lawrence & Haverhill.
Lowell & Suburban.
*Lynn & Boston.
Mystic Valley (Stoneham, Mass.).
Nashua (Nashua, N. H.).
Needham & Boston.
New Bedford, Middleboro & Brockton.
Newport (Newport, R. I.).
Newport & Fall River (Newport, R. I.).
Norfolk Central (Dedham, Mass.).
Norfolk Suburban (Hyde Park, Mass.).
North Woburn.
Providence & Taunton
Quincy & Boston.
Reading & Lowell (Lowell, Mass).
Rockport.
Salem & Wakefield.
South Shore & Boston.
Taunton.
Taunton & Brockton.
Wakefield & Stoneham.
West Roxbury & Roslindale.
Woburn & Reading.

These companies cover the major part of street railway mileage in eastern Massachusetts, extending northerly to Nashua, N. H., Newburyport and Gloucester, and southerly to Newport and Providence, R. I, making direct connections with the street railway system of Boston and vicinity. It is understood that the majority, and in most instances practically all, of the stock of the companies mentioned above is held by the trustees. The Hyde Park Electric Light Co. and the Newport Illuminating Co. are also included in the consolidation.

Capital Stock.—Common, authorized and issued, $14,293,100; par value, $100 per share.

Preferred, authorized and issued, $15,057,400; 4 p. c. cumulative; par value, $100 per share.

Note.—The capitalization of the Massachusetts Electric Companies is represented by certificates (common and preferred) which give the owners a proportionate interest in the shares held by its trustees. Nearly all of the capital stock of the constituent companies is represented by this capitalization, and the latter is also large enough to take care of extensions, improvements, floating debts, etc., for the separate companies.

Funded Debt.—Debenture 4½ p. c. gold coupon notes, authorized. $3,500,000, issued, $2,700,000; dated Jan. 1, 1901, due Jan, 1, 1906; subject to call on five weeks' notice on and after Jan. 1, 1902 at the price netting 4 p. c. of premium, if held to maturity; int. payable Jan. and July at office of Old Colony Trust Co., trustee.

The funded indebtedness of the separate corporations controlled by it, Sept. 30, 1901, amounts in total to $13,813,500, in addition to their floating debts.

Operation.—The combined income accounts of the separate street railway and lighting companies controlled are as follows, for the years ending Sept. 30,

	1899.	1900.	1901.
Total earnings	$5,033,296	$5,518,837	$5,778,133
Operating expenses	3,382,093	3,659,337	3,915,486
Earnings from operation.	1,651,203	1,859,500	1,862,648
Deductions from earnings	941,997	994,294	937,206
Net income	709,206	865,206	925,442
Dividends	439,541	645,545	779,462
Balance	269,665	219,661	145,980
Renewal account	78,430	89,000	
Depreciation account	105,000	93,229	
Surplus	86,235	37,432	

Balance Sheet.—Combined statements of the street railway and lighting companies controlled are as follows, for the years ending Sept. 30,

ASSETS.	1899.	1900.	*1901.
Property	$27,556,721	$28,631,989	$29,370,508
Cash	433,165	661,422	513,115
Accounts receivable	351,362	571,673	226,218
Materials and supplies	331,424	467,678	546,687
Prepaid taxes and insurance	78,924	94,427	102,078
Coupon deposits			110,960
Sinking and redemption funds			92,860
Total	$28,751,596	$30,427,189	$30,962,426

LIABILITIES.	1899.	1900.	*1901.
Capital stock	$10,656,585	$11,457,400	$12,988,200
Funded debts	14,248,000	14,578,500	13,813,500
Notes payable	2,235,949	2,064,507	1,990,176
Accounts payable	58,637	62,409	499,422
Audited vouchers	406,476	811,291 †	
Accrued liabilities	443,448	314,194	305,290
" dividends	152,769	375,786	530,405
State and local taxes			237,165
Coupons outstanding			110,585
Renewal funds	129,901	109,756	21,397
Profit and loss (surplus)	419,831	653,346	466,286
Total	$28,751,596	$30,427,189	$30,962,426

*As compared with previous years does not include the Nashua Street Railway leased to and operated by the Boston and Northern Street Railway Company, as interest has been sold; includes the Lawrence and Reading, the Middleton and Danvers, the Haverhill and Andover, and the Reading, Wakefield and Lynnfield Street Railway Companies acquired during the year.

†Of the amount of $1,990,176, $607,865 were held either by the Massachusetts Electric Companies or by the Massachusetts Street Railway Accident Association.

TRUSTEES ACCOUNTS.

Income Account.—The following account for 1900 gives the income and expenditure of the trustees from June 30, 1899, when trustees assumed management, to Sept. 30.

RECEIPTS.

Year ending Sept. 30,	1900.	1901.
Dividends from companies	$807,311	$777,841
Coupons collected	23,850	
Interest charges on notes, bank balances, etc	73,597	41,318
Total	$904,758	$819,159

DISBURSEMENTS.

Legal expenses and salaries	$ 11,261	$ 15,565
Miscellaneous expenses	7,639	16,098
Adjustments of dividends with Lowell & Suburban and South Shore & Boston St. Ry. companies	15,087	
Interest	28,937	
Interest on coupon notes		89,691
Dividends (Mass. Elec. Co's)	480,000	602,296
Balance	361,834	95,508
Total	$904,758	$819,159

Balance Sheet.—Dated Sept. 30,

ASSETS.	1900.	1901.
Stocks, bonds, etc	$28,198,225	$28,544,979
Stocks deposited to secure issue of coup. notes		2,711,000
Cash	321,623	231,876
Notes and accounts receivable	636,773	916,522
Dividend account	544	5,908
Total	$29,157,165	$32,410,286

LIABILITIES.

Common stock	$13,717,700	$14,293,100
Preferred "	15,056,900	15,057,400
Coupon notes		2,700,000
Accounts payable	20,187	862
Dividends uncalled for	544	5,908
Accrued dividends		150,574
Accrued interest		30,375
Profit and loss (surplus)	361,834	172,067
Total	$29,157,165	$32,410,286

Plant and Equipment.—Controlled miles of track, 819.59; gauge, 4 ft. 8½ in.; 1,572 motor cars; 18 power stations, with an aggregate of 28,500 H. P.

Trustees.—(For three years) S. Endicott Peabody, Philip Dexter, Everett W. Burdett, Philip L. Saltonstall, E. Rollins Morse, Richard Olney, Chas. E. Cotting, Eugene N. Foss, Percy Parker, Charles Francis Adams, 2d, Gordon Abbott, Reginald Foster, John N. Beckley, Stillman F. Kelly, Walter Hunnewell.

Executive Committee.—Gordon Abbott, Chairman, Charles F. Adams 2d, E. N. Foss. Percy Parker, Philip L. Saltonstall.

Officers.—Pres. Gordon Abbott, V. Pres. Charles E. Cotting, Sec. Everett W. Burdett, Treas. J. H. Goodspeed, Gen. Man. Patrick F. Sullivan, Aud'r D. Dana Bartlett.

General Office, 14 Kilby Street, Boston, Mass.

Reference.—Annual report, Vol. XVIII, Dec. 21, '01, p. 883.

Date of information, Feb., 1902. z

For map of system, see inset between pages 30 and 31.

Boston & Northern Street Railway Co.—This was formerly known as the Lynn & Boston R. R. Co., which was chartered Apr. 6, 1859. Annual meeting second Wednesday in Nov. In 1892 the Naumkeag Street Ry. Co., of Salem, the Lynn Belt Line Street Ry. of Lynn, and the Essex Electric Street Ry. Co., of Salem were consolidated with this company, and on Mar. 3, 1900, the Gloucester St. Ry. Co. (having previously been consolidated with the Gloucester, Essex & Beverly St. Ry., and the Rockport St. Ry.) was consolidated with this company, and on the same date the Wakefield & Stoneham St. Ry. Co. (having previously consolidated with the Mystic Valley St. Ry., the Reading & Lowell St. Ry., the Salem & Wakefield St. Ry. and the Woburn & Reading St. Ry.) was consolidated with this company. On Apr. 10, 1901, the Beverly & Danvers St. Ry. Co., and on May 6, 1901, the North Woburn St. Ry. Co. and the Lowell, Lawrence & Haverhill St. Ry. Co., with which the Lowell & Suburban St. Ry. Co. had been consolidated on Nov. 21, 1900, was also absorbed (the capital stock of these companies being controlled by the Massachusetts Electric Companies).

The company's lines are situated in the cities of Boston, Lynn, Everett, Chelsea, Woburn, Malden, Salem, Beverly and the towns of Marblehead, Swampscott, Danvers, Hamilton, Revere, Stoneham, Saugus, Wenham, Melrose, Peabody. The total population served in 1900 (exclusive of Boston) is approximately 292,000.

Capital Stock, authorized, $6,523,000, and issued, Jan. 1, 1901, $6,123,000; par value, $100 per share.

Funded Debt.—$8,035,000, and $417,500 coupon notes, as follows: First mortgage 5 p. c. gold bonds, authorized, $5,379,000, issued, $3,723,000, in escrow (see Note), $1,495,000; coupon, but may be registered; dated Dec. 1, 1894, due 1924; denom. $1,000; int. payable June and Dec., at office of the Old Colony Trust Co., of Boston, trustee of mortgage.

6 p. c. gold coupon notes, authorized, $1,250,000, issued, $405,000, in escrow (see Note), $310,000; dated Apr. 1, 1897, due 1917; int. payable Apr. and Oct. These notes are shortly to be retired.

5 p. c. debenture bonds, $100,000; dated Apr. 1, 1887, due 1907.

5 p. c. debenture bonds, $186,000; dated Mar. 1, 1892, due 1912.

ADDITIONAL LIENS.

NAUMKEAG STREET RY. CO.—First mortgage 5 p. c. bonds, $215,000; dated June 1, 1886, due 1906; trustees of mortgage, Rufus H. Brown, et. al.

5 p. c. debenture bonds, $49,000; dated Apr. 1, 1887, due 1907.

First consolidated mortgage 5 p. c. bonds, $711,000; dated July 1, 1890, due 1910; trustee of mortgage, Manhattan Trust Co., of New York.

6 p. c. debenture bonds, $24,000; dated Sept. 1, 1890, due 1910.

6 p. c. debenture bonds, $10,000; dated July 1, 1891, due 1911.

LYNN BELT LINE STREET RY. CO.—First mortgage 5 p. c. bonds, $100,000; dated May 1, 1890, due 1910; trustee of mortgage, American Loan & Trust Co., of Boston.

ESSEX ELECTRIC STREET RY. CO.—First mortgage 6 p. c. bonds, $100,000; dated Jan. 1, 1891, due 1911; trustee of mortgage, Old Colony Trust Co., of Boston.

GLOUCESTER STREET RY. CO.—First mortgage 5 p. c. bonds, $60,000; dated Apr. 1, 1897, due 1907; trustee of mortgage, American Loan & Trust Co., of Boston.

GLOUCESTER, ESSEX & BEVERLY STREET RY. CO.—First mortgage 5 p. c. bonds, $125,000; dated Dec. 1, 1896, due 1916; trustee of mortgage, American Loan & Trust Co., of Boston.

MYSTIC VALLEY STREET RY. CO.—First mortgage 5 p. c. bonds, $60,000; dated Jan. 1, 1899, due 1919.

WAKEFIELD & STONEHAM STREET RY CO.—First mortgage 5 p. c. bonds, $150,000; dated Mar. 1, 1895, due 1915; trustee of mortgage, American Loan & Trust Co., of Boston.

ROCKPORT STREET RY. CO.—6 p. c. coupon notes, $12,500; due Oct. 15, 1916.

BEVERLY & DANVERS STREET RY. CO.—Coupon notes, 6 p. c., authorized and issued, $40,000; dated Dec. 30, 1895, due 1900; denom. $1,000; int. payable June and Dec., at office of Old Colony Trust Co., of Boston. Mass.

LOWELL, LAWRENCE & HAVERHILL STREET RY. CO.—First mortgage 5 p. c. bonds, authorized, $1,900,000, issued and outstanding, $1,008,000, in escrow (see Note), $350,000, in treasury, $485,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Merrimack Valley Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $350,000; dated Apr. 1, 1891, due 1911; int. payable Apr. and Oct., at office of the International Trust Co., of Boston, trustee of mortgage.

Peoples' Street Ry. Co.'s first mortgage 5 p. c. gold bonds, $64,000; dated Jan. 1, 1898, due 1928; int. payable Jan. and July at office of State Street Trust Co., of Boston, trustee of mortgage.

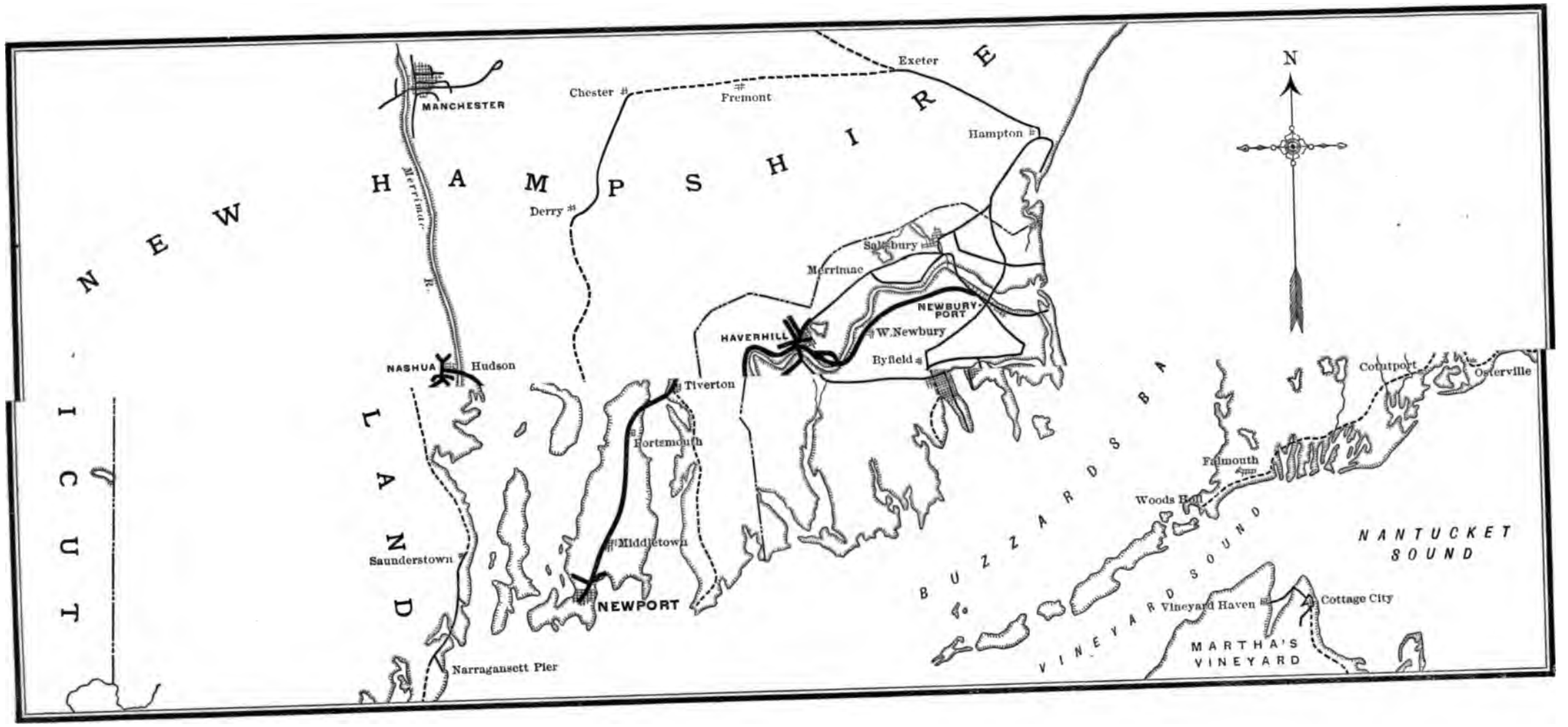
LOWELL & SUBURBAN STREET RY. CO.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1891, due 1911; denom. $1,000; int. payable June and Dec., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

The amount of first mortgage bonds authorized by law and by vote of the stockholders is $5,500,000. The amount authorized by the Board of Railroad Commissioners and by the Board of Directors of the company is, as stated, $5,379,000.

The first mortgage bonds are a first lien upon all the property of the consolidated company except that formerly owned by the Lynn Belt Line Street Ry. Co., the Essex Electric Street Ry. Co. and the Naumkeag Street Ry. Co., which were mortgaged by the three companies, respectively, prior to the acquisition thereof by the company. Provision is made in the first mortgage for retiring, by exchange of bonds or otherwise, all the bonds secured by said mortgages.

$1,495,000 of the first mortgage bonds are held in escrow to retire the outstanding bonds of the four companies consolidated in 1892.

Please note date of information at end of each report.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Tiverton
Portsmouth
Middletown
NEWPORT
Saunderstown
Narragansett Pier
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$310,000 of the 6 p. c. coupon notes are held in escrow for fulfilment of contract of Apr. 15, 1897, and for further improvements, etc.

$350,000 of the Lowell, Lawrence & Haverhill Street Ry. Co.'s first mortgage 5 p. c. bonds are held in escrow to retire at maturity the first mortgage bonds of the Merrimack Valley Street Ry. Co.

The first mortgage bonds of the Lowell, Lawrence & Haverhill Street Ry. Co. may be called for payment at 105 and interest, or may be purchased in open market at a lower price. The mortgage deed provides that the company shall retire by purchase or call, ½ p. c. of its outstanding bonds during each of the years ending May 31, 1894 to 1898 inclusive; 1 p. c. in 1899 to 1903; 1½ p. c. in 1904 to 1908; 2 p. c. in 1909 to 1913; 2½ p. c. in 1914 to 1918, and 3 p. c. in 1919 to 1923, $24,000 having already been retired. The unissued first mortgage bonds now in the treasury may be issued and sold for cash, the proceeds to be used to increase the property of the company.

Dividends.—In 1887-8, 8 p. c. on $300,000; in 1889-90, 8 p. c. on $400,000; in 1891, 8 p. c. on $500,000; in 1892, 4 p. c. on $600,000, and 4 p. c. on $700,000; in 1893-4-5, 8 p. c. on $1,000,000; on Mar., 31, 1896, 4 p. c. on $1,100,000, on Sept. 30, 4 p. c. on $1,220,800; in 1897, 4 p. c. on $1,220,800, and 4 p. c. on $1,266,000, in 1898 and 1899, 8 p. c. on $1,266,000, in 1900, 3 p. c. on $2,271,000.

Leased Roads.—The company operates the property of the East Middlesex Street Ry. Co. under a 99 year lease, from May 1, 1893, the property of the Winnisimmet R. R. Co. under a 999 year lease, dated 1880, the property of the Boston & Chelsea R. R. Co. under a 99 year lease, dated 1880, the property of the Boston & Revere Electric Street Ry. Co., under a 99 year lease, dated 1895, and the property of the Nashua Street Ry. Co. under a 99 year lease, dated 1900.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from pass	$1,425,211	$1,484,251	$1,563,469	$1,921,876	$2,716,463
" other sources	6,725	6,060	6,708	23,539	42,239
" total	1,431,936	1,490,311	1,570,177	1,945,415	2.758,702
Operating exp.	818,626	855,790	858,782	1,104,998	1,601,883
E'rn'gs from op.	613,310	634,521	711,395	840,417	1,156,819
Deduct. from earn.					
Int. funded & fl't'g debt	292,697	304,346	308,519	367,479	423,377
Taxes	25,824	27,690	65,339	96,306	168,125
Rentals	96,495	98,018	126,187	122,541	100,996
Other deduc.			105,000	67,697	46,594
Net income	198,294	204,467	106,350	186,394	417,727
Ex'ord'y deduct'ns from inc'me.	94,604	96,906			
Div. paid	99,472	101,280	101,280	68,130	374,220
To surplus acct.	4,218	6.281	5,070	118,264	43,507
Total surp. acct.	91,150	96,665	101,299	187,271	215,459
P. c. op. exp. to total receipts	57.2	57.4	54.7	56.8	58.1

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$ 76,344	$ 82,769	$ 69,387	$135,640
Maint. of roadway and bldgs	117,700	129,931	135,178	116,194
" " equipment	108,394	116,418	116,743	124,388
Transportation expenses	516,188	526,672	537,474	728,776
Total	$818,626	$855,790	$858,782	$1,104,998

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried	29,063,234	30,287,399	38,751.814	54,821,850
Car miles run	5,800,287	6,032,174	7,508,170	10,646,538
Total rec'ts per car mile	$.257	$.260	$.256	$.259
Oper. exps. per car mile	.148	.142	.147	.150

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Roadbed	$3,670,969	$4,432,260	$5,995,112	$9,546,902
Elec. line construction	379,389			
Intst. during construc'n.	93,539			
Other construction exps.	202,818	1,446,087	1,889,246	3,244,419
Rolling stock	418,965			
Electric motor equipm't.	884,846			
Other per. investments.				3,209,458
Horses	1,700			
Other equipment	87,127			
Real estate	458,817	458,817	546,272	
Power stations & equip.	964,777	984,072	1,188,300	
Cash	47,300	65,793	75,783	25 ,672
Bills & accs. rec	97,026	177,962	372,218	121,744
Materials and supplies	63,394	145,574	223,937	255,538
Unexp. ins. prem.		7,920		
Reconstn. & betterments	55,909	85,591		
Boston & Revere Elec. St. Ry. b'ds redem'd	6,000	8,500	11,000	
Prepaid accounts	13,940	25,923	90,402	
Bonds & notes in treas.			461,500	
Other assets				141,138
Total	$7,446,516	$7,838,499	$10,863,770	$16,773,870

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$1,266,000	$1,266,000	$2,271,000	$6,143,000
Funded debt	5,699,000	6,009,000	5,774,000	8,035,000
Coupon notes			1,262,500	417,500
Vouchers payable	43,307	124,695	416,896	
Loans & notes payable	148,295	35,000	750,000	1,152,150
Wages payable	17,116	19,169	823	
Unpaid coupons	19,878	27,525	49,562	
Rentals	3,825	3,815		
Outstanding tickets	3,763	4,218	4,517	
Employes' deposits	5,405	5,410	8,095	
Accrued interest	82,207	82,228	86,355	119,382
" taxes	25,325	68,930	44,182	
" rentals	28,098	90,263	8,569	
Accident fund	7,632			
Supply accounts		947		
Bills and accts. payable				339,579
Other liabilities				346,290
Special funds				5,509
Profit and loss (surplus)	96,665	101,299	187,271	215,459
Total	$7,446,516	$7,838,499	$10,863,770	$16,773,870

CONTINGENT LIABILITIES.

Commission on sale of L. & B. bonds, payable from future net earnings

1897.	1898.	1900.
$112,100	$ 77,000	$ 20,000

Plant and Equipment.

	1897.	1898.	1899.	1900.	1901.
Miles of track oper. by elec.	162.859	163.834	163.974	255.141	427.18

Gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. tram, T and girder rail; 964 motor cars and 96 trail cars, 20 work cars, 1,074 motors, 148 snow plows, 120 miscellaneous vehicles; 5,425 H. P. engines, 6,045 H. P. dynamos, Gen. Elec. dynamos and motors.

Officers.—Pres. Patrick F. Sullivan, V. Pres. & Gen. Man. E. C. Foster, Sec. Chas. Williams, Treas. Joseph H. Goodspeed, Audr. D. Dana Bartlett, Gen. Supt. Henry C. Page, Elec. Engr. Wm. Pestell, Engr. Chelsea Div. John Nevins, Engr. Lynn Div. E. E. Wing, Engr. Salem Div. J. P. Perkins.

Directors.—John S. Bartlett, Chas. H. Newhall, Elwin C. Foster, Lynn; H. P. Moulton, Salem; John H. Cunningham, Chelsea, Mass.; Alex. B. Bruce, Lawrence, Mass.; J. H. Goodspeed, Boston, Mass.; P. F. Sullivan, Lowell, Mass.

General Office. 14 Kilby Street, Boston, Mass.

References.—Description of road, Vol. XI, Apr., '95, p. 226 (ill.); description of Salem power plant, Vol. X, Jan., '94, p. 10 (ill.); increase of bonds, Vol. XI, Jan., '95, p. 95; annual report, Vol. VIII, Jan., '92, p. 22; Vol. X, Jan., '94, p. 78; notes, Vol. VII, Feb., '91, p. 91; Lynn Belt Line St. Ry. Co., Vol. VIII, Sept., '92, p. 483; annual report, Vol. XIV, Jan., '98, p. 52.

Date of information, Feb., 1902. z

Norfolk Suburban Street Railway Co.—On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., which on Nov. 15, 1900, was itself consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony St. Ry. Co. The capital stock of these companies is controlled by the Massachusetts Electric Companies.

Capital Stock authorized and issued, $187,500; par value, $100 per share.

Funded Debt.—See Old Colony St. Ry. Co., Brockton, Mass.

Operation.—Year ending Sept. 30,

	1895.	1896.	1897.	1898.	1899.
Receipts from passengers	$57,986	$94,711	$97,896	$98,998	$100,523
" other sources	128	256	263	392	398
" total	58,114	94,967	98,159	99,390	100,921
Operating expenses	36,272	65,396	73,401	76,549	71,105
Earnings from operation	21,842	29,571	24,758	22,841	29,816
Deductions from earnings.					
Interest on funded debt	5,213	5,042	3,992	3,750	3,750
Taxes	925	1,171	2,670	3,266	5,914
Other deductions	8,000	4,600	4,800		2,000
Net income	7,704	18,758	13,296	15,825	18,152
Dividends paid	4,500	10,313	13,125	13,125	15,000
To surplus account	3,204	8,445	171	2,700	3,152
Total surplus account	7,805	11,250	11,421	14,121	14,768
Per cent. dividends paid	6	6½	7	7	8

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 5,319	$10,931	$10,603	$ 6,127	$ 6,548
Main. of way and buildings	4,050	9,002	13,272	15,243	9 258
" " equipment	1,929	4,474	6,127	12,958	6,539
Transportation expenses	24,974	40,989	43,399	42,221	48,760
Total	$36,272	$65,396	$73,401	$76,549	$71,105

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	2,077,947	1,955,119	1,972,521	2,052,597
Car miles run	382,962	416,535	423,986	434,607
Total receipts per car mile	$.248	$.236	$.234	$.232
Op. exp. per car mile	.171	.176	.180	.16¢

Balance Sheet.—Dated Sept 30,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Cost of road and overhead construction	$157,290	$203,618	$203,654	$203,654	$215,385
" equipment	43,837	59,306	59,612	59,612	61,975
Land and buildings	22,666	12,411	12,505	13,941	13,958
Cash and current assets	7,222	1,974	4,902	8,961	2,711
Other assets	3,252	17,533	13,259	9,925	5,249
Total	$234,266	$294,842	$293,931	$296,093	$299,278
LIABILITIES.					
Capital stock	$125,000	$187,500	$187,500	$187,500	$187,500
Funded debt	75,000	75,000	75,000	75,000	75,000
Loans and bills payable	17,477	2,555	1,673	1,407	7,378
Interest	985	937	937	937	
Special charges	8,000		17,400		
Account		5,055			
Renewal account		8,000			7,484
Insurance fund		1,600			3,950
Sewer fund		3,000			2,260
Other liabilities				17,127	938
Profit and loss (surplus)	7,805	11,250	11,421	14,122	14,768
Total	$234,266	$294,842	$293,931	$296,093	$299,278

Plant and Equipment.—Miles of track (electric), 12.34; gauge, 4 ft. 8½ in.; 50 lb. T and 94 lb. girder rail; 33 motor cars; Gen. Elec. and West. dynamos and motors, Morse and other cars.

Officers.—Pres. Jas. D. McAvoy, Sec. Fredk. H. Smith, Treas. Alonzo F. Walter, Supt. W. A. Tucker, Gen. Man. John R. Graham.

Directors.—G. L. Stone, Brookline, Mass.; Jas. D. McAvoy, E. N. Foss, Patrick F. Sullivan, Jos. H. Goodspeed, Fredk. H. Smith, Jno. R. Graham.

General Office, Quincy, Mass.

References.—Operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept., '98, p. 485.

Date of information, Feb., 1902. z

West Roxbury & Roslindale Street Railway Co.—This company commenced operation on Sept. 17, 1896. On Nov. 24, 1899, the Norfolk Central, the Norfolk Suburban, and the Needham & Boston St. Ry. Co.'s were consolidated with this company, which, on Nov. 18, 1900, was itself consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony St. Ry. Co. The capital stock of all the companies is controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $800,000; par value, $100 per share.

Funded Debt.—See Old Colony St. Ry. Co., Brockton, Mass.

Operation.—Year ending Sept. 30,	1897.	1898.	1899.	1900.	Dec. 22, 1900.
Receipts from passengers	$50,785	$67,189	$79,063	$225,741	$49,377
" " other sour.	156	249	283	1,681	539
" total	50,940	67,438	79,346	227,422	49,916
Operating expenses	35,024	44,261	53,931	143,566	35,978
Earnings from operation	15,916	23,177	25,415	83,856	13,938
Deductions from earnings.					
Interest on funded debt.	4,275	5,000	7.500	13,144	3,144
" " float'g debt.	2,835	6,434	5 411	13,498	649
Taxes	625	2,239	3,860	12,038	1,910
Other deductions				1,074	6,179
Net income	8,181	9,504	8,644	44,102	2,056
Dividends paid			6,750	22,125	24,000
To surplus account			1,894	21,977	*21,944
Total surplus	8,377	11,015	9,417	35,689	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	Dec. 22, 1900.
General expenses	$ 6,669	$ 8,910	$ 9.016	$ 18,865	$ 5,457
Maint. of way & structures.	1,582	2,847	3,997	9,525	2,862
" " equipment	1,044	1,715	3,157	10,606	2,654
Transportation expenses	25,729	30,789	37,761	104,570	25,005
Total	$35,024	$44,261	$53,931	$143,566	$35,978

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1897.	1898.	1899.	1900.	Dec. 22, 1900.
Passengers carried	1,045,088	1,460,920	1,579,052	4,526,860	988,890
Car miles run	285,534	323,023	383,884	1,055,972	248,732
Tot. rects. per car mile	$.178	$.208	$.206	$.215	$.200
Op. exp. per car mile	.123	.137	.140	.136	.144

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$257,320	$300,150	$439,657	$890,265
" equipment	32,046	36,779	52,128	191,932
Other permanent invsts	30,884	31,391	24,487	80,019
Cash and current assets	4,915	7,309	23,905	79,047
Other assets	18,884	20,965	1,308	4,639
Total	$344,049	$396,594	$541,485	$1,245,902
LIABILITIES.				
Capital stock	$150,000	$150,000	$200,000	$800,000
Funded debt	100,000	100,000	150,000	283,000
Loans and bills payable	84,934	134,710	182,068	118,052
Accrued liabilities	738	869		9,161
Profit and loss (surplus)	8,377	11,015	9,417	35,689
Total	$344,049	$396,594	$541,485	$1,245,902

Plant and Equipment.—Miles of track (electric), 39.25; 86 motor cars, 8 snow plows; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. Jno. R. Graham, V. Pres. P. F. Sullivan, Sec. Fredk. H. Smith, Treas. Alonzo F. Walter, Supt. Geo. W. Round.

Directors.—Patrick F. Sullivan, Jos. H. Goodspeed, Eugene N. Foss, Jno. R. Graham, Fredk. H. Smith, R. W. Emmons, Jr., Philip L. Saltonstall.

General Office, Quincy, Mass.

Reference.—Operating detail, Vol. XIV, Sept., '98, p. 485; operating detail, Vol. XIV, Sept. '98, p. 489.

Date of information, Feb., 1902. b z

Blue Hill Street Railway Co.—Chartered July 21, 1899. This road was placed in operation Nov. 3, 1899.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Operation—Period from Nov. 3, 1899, to Sept. 30. 1900.

Receipts from passengers	$14,511
" " other sources	25
" total	14,536
Operating expenses	21,245
Net earnings from operation	*6,709
Deductions from earnings	1,261
Net income	*7,970

*Deficit.

Balance Sheet.—Dated Sept. 30, 1900.

Assets.		Liabilities.	
Cost of road	$ 93,840	Capital stock	$150,000
" equipment	28,567	Loans and notes payable.	23,000
Other permanent invsts.	53,232	Accounts payable	15,736
Cash and current assets.	2,283	Taxes accrued	145
Other assets	2,989		
Profit and loss (deficit)	7,970		
Total	$188,881	Total	$188,881

Plant and Equipment.—Miles of track (electric), 11.3; gauge, 4 ft. 8½in.; 60 lb. T rail; 10 motor cars, Gen. Elec. motors.

Officers.—Pres. Charles H. French, V. Pres. H. G. Bradlee, Sec. E. Wadsworth, Treas. & Gen. Man. Edmund J. B. Huntoon, Supt. A. H. Walcott.

Directors.—Charles H. French, H. G. Bradlee, W. O. Chapman, E. J. B. Huntoon, C. A. Stone Edwin S. Webster, Wm. E. C. Swan.

General Office, 93 Federal St., Boston, Mass.

Date of information, Mar., 1902. z

Lexington & Boston Street Railway Co.—This road was placed in operation on Apr. 8, 1900, and operates in Waltham, Arlington, Lexington, Bedford, Billerica, Concord, Newton and Woburn, and leases the Concord & Boston St. Ry. The road is now controlled by the Boston Suburban Electric Companies.

Capital Stock, authorized and issued, $425,000.

Funded Debt.—First mortgage 4½ p. c. gold bonds, authorized and issued, $350,000; dated 1900, due 1920; denom. $1,000.

Operation.—	Apr. 8 to Sept. 30, 1900.	Year end'g Sept. 30, 1901.
Receipts from operation	$59,740	$119,375
Operating expenses	23,037	82,732
Earnings from operation	36,703	36,643
Deductions from earnings.		
Interest on funded and unfunded debts	15,012	18,809
Taxes	886	4,461
Net income	20,805	13,372
Dividends	2,500	12,000
To surplus account	18,305	1,372
Total surplus account		19,677

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	2,348,035
Car miles run	542,789
Total receipts per car mile	$.220
Operating expenses per car mile	.152

Balance Sheet.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$407,373	$532,014
" equipment	94,535	150,279
Power stations, car barns and land	151,333	195,639
Cash and current assets	924	23,277
Total	$654,165	$901,227
LIABILITIES.		
Capital stock	$345,010	$425,000
Funded debt	250,000	350,000
Loans and notes payable	40,850	30,500
Other liabilities		72,550
Profit and loss (surplus)	18,305	23,177
Total	$654,165	$901,227

Plant and Equipmeht.—Miles of track (electric), 30; 9 in. girder and 60 lb. and 70 lb. T. rail; 45 motor cars; 2-450 K. W. Gen. Elec. generators, 900 H. P. station plant, Thayer & Co. 1,000 H. P. boilers, Gen. Elec. motors, Wason cars, Bemis trucks.

Officers.—Pres. A D. Claflin, V. Pres. Sydney Harwood, Sec. Russell A. Stars, Treas. F. H. Lewis, Gen. Man. Horace B. Parker, Newtonville; Supt. Wm. H. Greene, Lexington.

Directors.—A. D. Claflin, W. F. Hammett, Sydney Harwood, Newton, Mass.; A. D. Viles, Frank W. Remisk, Boston; Winthrop Coffin, Brookline, Mass.; J. L. Richards, Newtonville, Mass.

General Office, Lexington, Mass.

References.—Description of road, Vol. XVI, June 2, '00, p. 415 (ill.), p. 519.

Date of information, Mar., 1902. z

Lowell & Boston Street Railway Co.—Chartered Jan. 27, 1901. Annual meeting in Nov. This road commenced operation July 14, 1901, and passes through Woburn, Burlington, Billerica, Chelmsford and Lowell.

Capital Stock, authorized and issued, $90,000.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized and issued, $90,000; denom. $1,000; int. payable June and Dec., at office of Federal Trust Co., Boston, Mass.

Operation.—2½ mos. ending Sept. 30, 1901.

Total receipts	$2,913
Operating expenses	2,412
Earnings from operation	501

STATISTICS OF TRAFFIC.

2½ mos. ending Sept. 30, 1901.

Passengers carried	56,339
Car miles run	20,355
Total receipts per car mile	$.143
Oper, expenses " "	.118

Balance Sheet.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$164,929	Capital stock	$ 90,000
" equipment	21,065	Bills and accts. payable	130,850
Other permanent invests.	28,654	Other liabilities	3,441
Cash	10,132	Profit and loss (surplus)	501
Material and supplies	11		
Total	$224,791	Total	$224,791

Plant and Equipment.—Miles of track (electric), 9.15; gauge, 4 ft. 8½ in.; 70 lb. T and 95 lb. girder rail; 11 motor cars, 2 snow plows; West. motors, St. Louis cars and trucks; rent power.

Officers.—Pres. T. I. Reed, Burlington, Mass.; V. Pres. Frank E. Cotton, Woburn, Mass.; Sec. Douglas A. Brooks, Boston, Mass.; Treas. George A. Sweetser, Boston, Mass.; Supt. W. H. Greene, Lexington, Mass.

Directors.—T. I. Reed, Frank E. Cotton, George A. Sweetser, Frank A. Partridge, Richard Faulkner.

General Office, 53 State St., Boston, Mass.

Date of information, Mar., 1902. z

Concord & Boston Street Railway Co.—This road is leased to the Lexington & Boston St. Ry. Co.

Capital Stock, $50,000.

Balance Sheet.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 92,478	Capital stock	$ 50,000
Land and buildings	4,751	Current liabilities	59,017
Cash and accrued assets.	11,574		
Profit and loss (deficit)	214		
Total	$109,017	Total	$109,017

Plant and Equipment.—Miles of track (electric), 2.43; gauge, 4 ft. 8½ in.; 70 lb. T rail.

Officers.—Pres. Charles S. Wheeler, Lincoln, Mass.; V. Pres. Erastus H. Smith, Concord, Mass.; Sec. Claude F. French, Boston, Mass.; Treas. George A. Sweetser, Boston, Mass.

General Office, 43 Milk St., Boston, Mass.

Date of information, Mar., 1902. z

Bristol County Street Railway Co.

Capital Stock, authorized, $200,000.

Funded Debt —First mortgage 5 p. c. gold bonds, authorized, $120,000: not yet issued, Feb., 1901.

Operation.—Period from Mar. 25, 1901, to Sept. 30, 1901.

Total receipts	$16,302
Operating expenses	7,989
Earnings from operation	8,313
Deductions from earnings.	
Interest	1,500
Taxes	1,133
Net income	5,679

STATISTICS OF TRAFFIC.

Period from Mar. 25, 1901, to Sept. 30, 1901.

Passengers carried	326,083
Car miles run	152,080
Total receipts per car mile	$.107
Operating expenses	.052

Balance Sheet.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$268,970	Capital stock	$200,000
Cost of equipment	74,976	Funded debt	120,000
Land and buildings	82,427	Current liabilities	122,100
Cash and current assets.	14,695	Profit and loss (surplus).	5,679
Other assets	6,711		
Total	$447,779	Total	$447,779

Plant and Equipment.—Miles of track (electric), 16.6; 14 motor cars.

Officers.—Pres. Isaac Patch, V. Pres. J. H. Buttrick, Sec. & Gen. Man. Douglas A. Brooks, Treas. Charles S. Cummings, Supt. C. D. Stevenson.

Directors.—Isaac Patch, John H. Buttrick, Chas. S. Cummings 2d, Douglas A. Brooks, R. W. Babson, Geo. H. Swazey, Harry S. Williams.

General Office, room 601, 53 State St., Boston, Mass.

Power Station, Attleboro, Mass,

Date of information, Dec., 1901. b

BOWLING GREEN, KY.

Population in 1880, 5,114, in 1890, 7,803, in 1900, 8,226.

Bowling Green Railway Co.—Chartered July, 1898, as the successor to the Park City Railway Co., whose property was sold at foreclosure sale on Feb. 28, 1898.

CAPITAL STOCK issued, $40,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p.c. gold bonds, issued, $20,000; dated 1898, due 1915; int. payable at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in. 50 lb. T rail; 13 cars, of which 6 are motor cars and 7 trail cars, 1 freight motor car, 3 freight trail cars, 250 H. P. station plant; West. dynamos; Card motors, Laclede and Brownell cars.

OFFICERS.—Pres. J. H. Wilkerson, V. Pres. & Treas. T. S. Fitch, Man. H. D. Fitch.

Date of information, Nov., 1901. d

BOZEMAN, MONT.

Population in 1880, 894, in 1890, 2,143, in 1900, 3,500.

Bozeman Street Railway Co.—Municipal franchise granted Apr. 1892, for 20 years.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; gauge, 4 ft. 8½ in.; 2 motor cars.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	6 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	6 mos. ending Dec. 31, 1900.
Passengers carried..	5,922,033	4,108,260	6,943,559	7,422,161	5,233,579
Car miles run.....	1,805,412	1,454,638	1,911,373	1,894,527	1,040,668
Gr's rec'ps pr. car mile	$.173	$.165	$.187	$.206	$.212
Opr'g exp. pr. car mile.	.095	.085	.105	.111	.129

Balance Sheet.—Dated

ASSETS.	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip...	$3,892,346	$3,960,831	$4,094,313	$4,161,391
Accounts receivable.....	40	1,755	6,853	6,027
Cash on hand.....	19,687	25,349	21,368	18,129
Materials and supplies....			18,772	29,098
Prepaid accounts.....				6.251
Total.....	$3,912,073	$3,987,935	$4,141,306	$4,220,897
LIABILITIES.				
Capital stock.....	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt.....	1,719,000	1,772,000	1,837,000	1,837,000
Bills and accounts payable	22,969	19,931	78,324	
Audited vouchers and accounts.....				130,129
Accrued taxes and int.....			15,306	5,843
Accident fund.....	28,210	34,644	39,616	43,054
Profit and loss (surplus)..	141,894	161,360	171,060	204,870
Total.....	$3,912,073	$3,987,935	$4,141,306	$4,220,897

Plant and Equipment.—Miles of track (electric), owned 53.45; operated in addition 35.89; gauge, 4 ft. 8½ in.; 70 lb. to 90 lb. girder and T rail; 6 horses, 104 motor cars, 13 electric snow sweepers, 236 motors; Green and Watts-Campbell engines, Gen. Elec. dynamos and motors, Barney & Smith and Stephenson cars.

Officers.—(See Connecticut Railway & Lighting Co.)

General Office, Bridgeport, Conn.

References.—Description of road, Vol. X, Nov., '94, p. 730 (ill.); increase of bonds, Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; opening of road, Vol. X, Sept., '94, p. 582; operating detail (brief), Vol. XII, Sept., '96, p. 545; annual report (brief), Vol. XII, Dec., '96, p. 790.

Date of information, Jan., 1902. b z

Moodus & East Hampton Railway Co.—This company was organized to construct an electric railway from Bridgeport to Moodus and East Hampton, 10 miles, and now has the road under construction.

Capital Stock, authorized, $150,000, paid in, $15,000; par value, $100 per share.

Funded Debt.—Unknown.

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 8 motor cars, Gen. Elec. generators and motors.

Officers.—Pres. F. C. Fowler, Moodus; Sec. Man. & Ch. Engr. E. C. Crocker, Treas. C. J. Harvey.

General Office, Bridgeport, Conn.

Date of information, Jan., 1902. z

BRIDGETON, N. J.

Population in 1880, 8,722, in 1890, 11,424, in 1900, 13,913.

The Bridgeton & Millville Traction Co.—This is the successor to the South Jersey Traction Co., whose property was sold under foreclosure of mortgage. In June, 1899, the capital stock of this company passed into the control of the American Railways Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5. c. gold bonds, authorized, $500,000; issued, $350,000; dated Jan. 1, 1900, due 1930; denom. $1000 coupon, but may be registered; int. payable Jan. and July at office of Equitable Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed principal and interest by the American Railways Co.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers....	$32,736	$36,639	$48,712	$59,093	$62,358
" other sources.....	2,319	2,541	4,101	9,613	13,474
" total.....	35,055	39,180	52,813	68,706	75,832
Operating expenses and fixed charges.....	23,787	25,944	36,134	45,640	67,038
Net income.....	11,268	13,236	16,679	23,066	8,794
Dividends.....			8,493	14,000	8,000
To surplus account.....			8,186	9,066	794

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip..	$293,209	Capital stock.....	$200,000
Bonds B. E. Co.....	250,000	Funded debt.....	500,000
Cash.....	33,800	Bills and accts. payable.	3,508
Treasury Bonds.....	150,000	Other liabilities.....	1,972
Material and supplies...	9,715	Profit and loss (surplus).	31,719
Other assets.....	475		
Total.....	$737,199	Total.....	$737,190

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 26 motor cars, 3 freight cars; Allis and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and St. Louis cars; Brill and Peckham trucks; power furnished by Bridgeton Electric Co.

OFFICERS.—Pres. Samuel G. DeCoursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. B. F. Hires, Ch. Engr. of Power Station F. W. C. Myers.

DIRECTORS.—S. G. DeCoursey, J. J. Sullivan, H. J. Crowley, Wm. H. Shermerdine, S. W. Pettit, W. A. Logue, F. M. Riley.

GENERAL OFFICE, Cohansey St., Bridgeton, N. J.

Date of information, Jan., 1902. z

BRIGANTINE BEACH, N. J.

Brigantine Transportation Co.—This is a reorganization of the Brigantine Transit Co., whose property was sold under foreclosure of mortgage on Feb. 4, 1897.

CAPITAL STOCK.—Common stock, $125,000; first preferred 5 p. c. stock, $125,000; second preferred 5 p. c. stock, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. 20 year bonds, $50,000; second mortgage 5 p. c. bonds, $25,000, dated May 1, 1899; due 1919; denom. $1000; int. payable May and Nov. at office of Continental Trust Co., trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$ 9,051	$ 9,025	$ 9,161	$10,952	$10,599
Op. exp. & fixed charges.	17,862	17,915	13,304	22,997	19,203
Net income.....	†8,811	†8,890	†4,143	†12,045	†8,604

† Deficit.

PLANT AND EQUIPMENT—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 52 lb. T rail; 14 cars, of which 8 are motor cars, 4 trail cars and 2 freight cars.

OFFICERS.—Pres. C. P. Vedder, V. Pres. D. A. Heald, Sec. R. D. A. Parrott, Treas. James B. Van Woert, Gen. Man. C. R. Van Etten.

DIRECTORS.—J. P. Whitney, Glassboro, N. J.; Thos. W. Sinnott, Wenonah, N. J.; Richard L. Austin, B. A. Beal, Philadelphia, Pa.; D. A. Heald, J. B. Van Woert, New York City.

GENERAL OFFICE, Brigantine City, N. J.

Date of information Jan., 1902. b

BRISTOL, CONN.

Population in 1880, 5,347, in 1890, 7,382, in 1900, 9,643.

Bristol & Plainville Tramway Co.—Chartered Sept. 21, 1893. This company commenced operation in July, 1895.

CAPITAL STOCK, authorized, $1,000,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $135,000; due Nov. 1, 1925; int. payable May and Nov.

OPERATION.—	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Receipts from passengers.....	$26,572	$36,229	$38,709	$41,078
" ltg. and other sources....	17,812	24,796	26,353	28,008
" total.....	44,384	61,025	65,062	69,086
Operating expenses.....	33,006	42,469	44,701	45,951
Earnings from operation.....	11,378	18,556	20,361	23,135
Deductions from earnings.				
Taxes.....	1,924	1,450	1,701	1,930	2,191
Interest.....	7,237	5,381	7,295	7,301	7,138
Net income.....	10,289	4,547	9,560	11,130	13,805
Dividends paid.....	6,000	3,000	6,000	6,000	6,000
To surplus account.....	4,289	1,547	3,560	5,130	7,805

RAILWAY OPERATING EXPENSES.—Year ending June 30, 1901.

General expenses.....	$ 5,022
Transportation expenses.....	18,935
Maintenance of roadway and buildings.....	3,710
Maintenance of equipment.....	1,929
Total operating expenses of railway.....	$29,595
Electric lighting expenses.....	16,356

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Passengers carried	786,109	543,032	735,790	788,297	839,390
Car miles run	209,621	145,629	208,175	210,408	212,311
Total receipts per car mile	$.299	$.304	$.293	$.309	$.325
Operating exps. per car mile.	.206	.226	.204	.223	.216

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	June 30, 1898.	1899.	1900.	1901.
Construction	$224,716	$231,332	$232,385	$234,231	$269,907
Equipment	27,481	31,526	31,526	32,419	
Prepaid insurance					644
Materials on hand	1,201	1,296	1,271	1,793	1,859
Accounts receivable	2,937	4,550	4,860	2,950	2,335
Cash	1,650	3,396	1,471	4.148	3,446
Total	$257,984	$272,100	$271,513	$275,541	$278,190
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	125,000	135,000	135,000	135,000	135,000
Unfunded debt	10,000	12,500	12,000	10,000	5,000
Accounts payable	5,267	5,199	1,552	2,451	2,294
Profit and loss (surplus)	17,717	19,401	22,961	28,090	35,596
Total	$257,984	$272,100	$271,513	$275,541	$278,190

PLANT AND EQUIPMENT.—Miles of track (electric), 7.9; gauge 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 15 motor cars, 2 snow plows; 650 H. P. Harris, Corliss & Bass engines; Gen. Elec. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. Chas. S. Treadway, V. Pres. N. E. Pierce, Sec. A. J. Muzzy, Treas. M. L. Tiffany, Supt. & Gen. Man. G. E. Cockings.

DIRECTORS.—A. L. Sessions, N. E. Pierce, W. A. Ingraham, Wm. S. Ingraham, A. J. Muzzy, M. D. Peck, O. F. Strunz, Chas. S. Treadway, E. N. Pierce.

GENERAL OFFICE, Highland Court, Bristol, Conn.

Date of information, Jan., 1902. z

BRISTOL, TENN. AND VA.

Population in 1880, 3,209, in 1890, 6,226, in 1900, 9,850.

Bristol Belt Line Railway Co.—Chartered Feb. 22, 1890, in perpetuity.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 7 motor cars; Walker and Gen. Elec. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. James Strong, V. Pres. & Gen. Man. B. L. Dulaney, Sec. & Treas. J. H. Caldwell, Asst. Gen. Man. & Aud'r, C. D. Caldwell, Supt. Pur. Agt. & Elecn. Sam'l M. Vance, Ch. Engr. of Power Station J. Gannon.

Date of information, Feb., 1902. z

BROCKTON, MASS.

Population in 1880, 13,608, in 1890, 27,294, in 1900, 40,063.

Old Colony Street Railway Co.—This company was formerly known as the Brockton Street Ry. Co., which was chartered Dec. 28, 1880; municipal franchises granted Dec. 16, 1880. Annual meeting fourth Tuesday in Oct. Since 1894 the following companies have been consolidated into this company, all of the companies being now controlled by the Massachusetts Electric Companies. In 1894, Brockton & Holbrook Street Ry. Co., East End Street Ry. Co., Whitman Street Ry. Co.; in May, 1895, Brockton & Stoughton Street Ry. Co.; Feb., 1900, Brockton & East Bridgewater Street Ry. Co., Brockton, Bridgewater & Taunton Street Ry. Co., Taunton & Brockton Street Ry. Co., Boston, Milton & Brockton Street Ry. Co.; in July, 1900, Quincy & Boston Street Ry. Co., New Bedford, Middleboro & Brockton Street Ry. Co , in Nov., 1900, the South Shore & Boston Street Ry. Co., and in Dec., 1900, the West Roxbury & Roslindale Street Ry. Co., and in Jan., 1901, Globe Street Ry. Co., each with its constituent companies. On July 1, 1901, final consolidations to include the Newport & Fall River St. Ry. Co. and the Newport Illuminating Co. (R. I. corporations) were determined upon, the whole system to be operated under the above name.

Capital Stock, authorized, $5,781,000, issued, $5,777,700; par value, $100 per share.

Funded Debt.—Total authorized and issued, Feb., 1902, $4,671,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $667,000, in escrow (see Note), $83,000; dated Oct. 1, 1894, due 1924; denom. $1,000; int. payable Apr. and Oct., at office of State St. Safe Deposit & Trust Co., of Boston, trustee of mortgage.

Note.—$83,000 of the first mortgage bonds are held in escrow to retire the company's own and guaranteed debenture bonds as follows: $9,000, 4½ p. c., due 1905; $25,000, 4½ p. c., due 1906; $33,000, 4½ p. c., due 1910; $16,000, 5 p. c., due 1912.

ADDITIONAL LIENS.

Braintree St. Ry. Co.'s *first mortgage 6 p. c. bonds, $35,000; due 1914.

Taunton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; due 1917.

Brockton, Bridgewater & Taunton Street Ry. Co.'s first mortgage 5 p. c. bonds, $200,000; coupon, but may be registered; dated Aug. 1, 1897, due 1917; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., Boston, trustee of mortgage.

Brockton & East Bridgewater Street Ry. Co.'s first mortgage 5 p. c. bonds, $30,000; dated Feb. 1, 1898, due 1918; int. payable Feb. and Aug. at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Boston, Milton & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $100,000; due 1919.

New Bedford, Middleboro & Brockton Street Ry. Co.'s first mortgage 5 p. c. bonds, $325,000; due 1920.

Globe Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $750,000; due Apr. 1, 1912; Massachusetts Loan & Trust Co., trustee of mortgage.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, $550,000; due July 1, 1912; New York Security & Trust Co., trustee.

Globe Street Ry. Co.'s 5 p. c. debenture gold bonds, $125,000; due Mar. 1, 1910; New York Security & Trust Co., trustee.

Dighton, Somerset & Swansea Street Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $125,000; due 1915.

Taunton Street Ry. Co.'s first mortgage 5 p. c. bonds, $350,000; dated Jan., 1894, due 1915; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Taunton Street Ry. Co.'s Debenture 5 p. c. bonds, $200,000; dated Mar. 1894, due 1914; int. payable Mar. and Sept., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Providence & Taunton Street Ry. Co.'s 5 p. c. bonds, issued, $150,000; due Sept. 1, 1918.

West Roxbury & Roslindale Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Sept. 1, 1896, due 1916; denom. $500; int. payable at office of International Trust Co., of Boston, trustee of mortgage. These bonds may be redeemed at 103 after Sept. 1, 1901.

Norfolk Suburban Street Ry. Co.'s first mortgage 5 p. c. bonds, $71,000; due July 1, 1914.

Norfolk Central Street Ry. Co.'s first mortgage 5 p. c. bonds, $60,000; due July 1, 1918.

South Shore & Boston Railway Co.'s first consolidated mortgage 5 p. c. gold bonds, $335,000; due Aug. 1, 1919

Braintree & Weymouth Railway Co.'s first mortgage 5 p. c. bonds, $80,000; due Mar. 1, 1917.

Bridgewater, Whitman & Rockland Railway Co.'s first mortgage 5 p. c. gold bonds, $85,000; due Nov. 1. 1917.

Rockland & Abington Railway Co.'s first mortgage 6 p. c. bonds, $100,000; due May 1, 1915.

* These bonds were previously guaranteed by the Quincy & Boston Street Ry. Co.

Operation.—The following is a report of all the companies of this system which were consolidated before Sept. 30, in each year to 1900, and of the consolidated properties for 1901.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$325,146	$330,560	$362,942	$602,361	$1,853,027
" other sources.	7,110	7,044	4,346	16,344	79,070
" total	332,256	337,604	367,288	618,705	1,932,097
Operating expenses	207,155	212,436	200,890	343,371	1,162,093
Earnings from op'r't'n	125,101	125,168	166,398	275,334	770,004
Deduc's from earn'gs.					
Interest on bonds	37,035	37,097	37,133	55,302	192,790
Int. on float'g d'bt.	6,305	7,482	2,568	17,279	28,591
Taxes	10,333	10,000	18,238	29,088	132,291
Rentals					11,980
Other deductions	14,689	17,221	42,591	24,537	43,421
Net income	56,739	53,369	65,868	149,128	360,932
Dividends paid	35,760	35,760	*54,440	†42,125	439,158
To surplus account	20,979	17,609	11,428	107,003	‡78,226
Total credit of profit and loss accounts of consolidated companies, etc.				92,116	
Total surplus account	42,816	50,425	52,253	251,372	231,133
P.c.op. ex. to tot'l rc'ts.	62.4	62.9	54.7	55.5	60.1

*1½ p. c on $596,000 1st quarter, 6½ p. c. on $700,000 balance of year. †1¾ p. c. on $700,000 and 2½ p. c. on $1,195,000. ‡Deficit.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Rev. pass. carried	6,676,255	6,787,425	7,273,966	11,985,866	38,883,546
Car miles run	1,503,805	1,463,110	1,491,171	2,565,023	7,778,747
Total receipts per car mile	$.221	$.230	$.246	$.241	$.248
Op. ex, per car m.	.138	.145	.134	.134	.149

Dividends paid in 1890, 10 p. c.; in 1891, 10 p. c.; in 1892-3-4-5-6-7-8, 6 p. c.; 1899, *8 p. c.; in 1900, †4¼ p. c.

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 797,726	$ 823,924	$ 856,084	$2,784,575	$7,648,013
Cost of equip.	328,252	328,101	366,682	813,104	1,879,910
Other perm-an't invest.	372,211	365,711	368,936	886,444	1,926,809
Cash and cur-rent assets	29,262	39,942	19,436	232,670	225,353
Bills and acts. receivable					46,103
Special fund					16,322
Mat. and sup.			55,381	88,712	198,593
Other assets	14,454	21,339		3,211	156,362
Total	$1,541,906	$1,579,017	$1,666,519	$4,808,716	$12,097,464
LIABILITIES.					
Capital stock	$ 596,000	$ 596,000	$ 700,000	$2,312,400	$5,777,700
Funded debt	750,000	750,000	750,000	1,540,000	4,671,000
Accrued int.	10,563	15,824			33,792
Loans & notes payable				540,000	636,000
Ac. liabilities			46,340	23,780	57,662
Bills and acts. payable	132,827	159,068	79,683	106,450	260,023
Other liabil.	9,700	7,700	38,243	34,714	414,268
Special fund					15,887
Profit and loss (surplus)	42,816	50,425	52,253	251,372	231,133
Total	$1,541,906	$1,579,017	$1,666,519	$4,808,716	$12,097,464

Plant and Equipment.—Miles of track (electric), 377.09; gauge, 4 ft. 8½ in.; 40 lb. 45 lb. and 48 lb. T and 70 lb. and 80 lb. girder rail; 4 horses, 672 motor cars, 27 trail cars, 83 snow plows, and 38 miscellaneous cars; Allis and Ball engines, Gen. Elec. dynamos and motors, Briggs, Brill, Jones, Newburyport, Laconia and Stephenson cars, Bemis trucks.

Officers.—Pres. P. F. Sullivan, Boston; V. Pres. J. P. Morse, Brockton; Sec. Charles Williams, Brockton; Treas. J. H. Goodspeed, Boston; Audr. D. Dana Bartlett, Boston; Gen. Man. E. C. Foster, Boston; Gen. Supt. Robt. S. Goff, Taunton; Pur. Agt. Fred'k Taylor Boston; Elec. Engr. C. F. Bancroft, Boston; Ch. Engr. of Power Station D. A. Valentine, Supt. of Randolph & Holbrook Div. Jno. Conway, Supt. of Whitman, Stoughton & No. Easton Div. Geo. W. Smith.

Directors.—P. F. Sullivan, J. H. Goodspeed, John P. Morse, Jno. R. Graham, Edward P. Nevins, Bradford D. Duval, Fred S. Hall.

General Offices; 14 Kilby St., Boston, Mass.

Reference.—Increase of stock, Vol. X, Nov., '94, p. 755; operating detail, Vol. XIV, Sept., '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489; cost of elec. power gen., Vol. XIV, Sept., '98, p. 492; description, Vol. XVI. Nov., 17, '00, p. 1,128 (map); description of park (brief) Vol. XVII, June 1, '01, p. 664.

Date of information, Feb., 1902. z

Brockton, Bridgewater & Taunton Street Railway Co.—Chartered to build an electric railway from Brockton to Taunton via Bridgewater. This road commenced operation June 14, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $225,000.

Funded Debt.—See Old Colony St. Ry. Co., Brockton, Mass.

Operation.—	3½ mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	Period ending Feb. 10, 1900.
Receipts from passengers	$37,408	$69,485	$77,325	$25,138
" " other sources	1,583	1,792	2,379	845
" total	38,991	71,277	79,704	25,983
Operating expenses	14,823	41,604	58,449	20,047
Earnings from operation	24,168	29,673	21,255	5,936
Deductions from earnings.				
Interest on funded debt	1,667	10,000	10,000	3,333
Taxes	1,542	3,244	3,319	1,379
Int. and dis. on unf'ded debt		4,012	5,358	1,948
Other deductions		2,403		
Net income	20,959	10,014	2,578	*724
Dividends paid		6,750	6,750	
Surplus account	10,959	3,264	*4,172	
Total surplus account	10,508	13,622	9,450	8,727

*Deficit.

STATISTICS OF TRAFFIC.

	3½ mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	Period ending Feb. 10, 1900.
Revenue passengers carried	748,155	1,353,082	1,555,760	515,526
Car miles run	173,699	490,006	466,675	168,237
Total receipts per car mile	$.224	$.146	$.170	$.154
Oper'ing exp'ns per car mile	.085	.085	.125	.119

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	Feb. 10, 1900.
Cost of road	$337,628	$351,641	$361,715	$364,287
" " equipment	59,305	61,966	73,089	74,231
Land and buildings	84,080	107,172	107,747	107,747
Cash and current assets	18,299	17,968	10,579	9,343
Other assets	1,342	3,202		
Total	$500,664	$541,950	$553,130	$555,608
LIABILITIES.				
Capital stock	$225,000	$225,000	$225,000	$225,000
Funded debt	200,000	200,000	200,000	200,000
Current liabilities	64,705	101,660	112,590	120,593
Accrued liabilities		1,667	6,089	1,288
Profit and loss (surplus)	10,959	13,622	9,451	8,727
Total	$500,664	$541,950	$553,130	$555,608

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 56 lb. T rail; 24 motor cars, 4 electric snow plows, Gen. Elec. motors.

Officers.—Pres. & Gen. Man. H. B. Rogers, Brockton; V. Pres. John P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—William Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, John P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1902. z

Brockton & East Bridgewater Street Railway Co.—Chartered 1894. This road commenced operation July 3, 1897. On Feb., 10, 1900, this company was consolidated with the Brockton St. Ry. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, before consolidation, $50,000.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Operation.—	3 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	Per'd en'g Feb. 10, 1900.
Receipts from passengers	$	$	$19,243	$7,033
" other sources			96	39
Total receipts	5,986	18,428	19,339	7,072
Operating expenses	4,770	13,833	16,342	4,822
Earnings from operation	1,216	4,595	2,997	2,250
Deductions from earnings.				
Interest	466	1,984	2,171	767
Taxes		634	673	284
Renewal account				1,000
Net income	751	1,977	153	199
Total surplus	751	2,727	1,629	1,829
Dividends paid			1,250	

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1899.	Per'd en'g Feb. 10, 1900.
Revenue passengers carried	386,223	144,604
Car miles run	112,263	36,442
Gross receipts per car mile	$.172	$.194
Operating expenses	.145	.132

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899	Feb. 10, 1900.
Cost of road	$58,226	$64,572	$65,839	$65,839
" " equipment	14,677	15,254	16,473	16,473
Land and buildings	9,112	9,578	13,457	13,457
Cash and current assets	3,544	4,874	4,733	2,532
Total	$85,558	$94,277	$100,502	$98,301

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$50,000	$50,000	$50,000	$50,000
Funded debt			30,000	30,000
Current liabilities	34,808	41.550	17,734	15,348
Accrued liabilities			1.138	124
Profit and loss (surplus)	751	2,727	1,630	1,829
Total	$85,558	$94,277	$100,502	98,301

Plant and Equipment.—Miles of track (electric), 9.4; 6 motor cars, 3 open and 3 closed.

Officers.—Pres. & Gen. Man. Horace B. Rogers, Brockton; V. Pres. J. P. Morse, Brockton; Sec. & Treas. Henry E. Reynolds, Brockton.

Directors.—Wm. Jones, P. F. Sullivan, H. B. Rogers, H. E. Reynolds, J. P. Morse, F. B. Howard, J. H. Goodspeed.

General Office, 203 Main St., Brockton, Mass.

References.—Description of car barn, Vol. XV, Mar. '99, p. 67.

Date of information, Feb., 1902. z

Brockton & Plymouth Street Railway Co.—This company was chartered in Nov., 1899, to construct an electric railway as an extension of the Plymouth & Kingston St. Ry. from its terminus at Kingston through Whitman to Brockton. The road was placed in operation July 17, 1900. On Nov. 12, 1900, the Pembroke St. Ry. Co. and the Plymouth & Kingston St. Ry. Co. were consolidated with this company.

Capital Stock, authorized and issued, $295,000; par value, $100 per share.

Funded Debt.—$270,000.

Operation.—Year ending Sept. 30,	1901.
Receipts from operation	$85.128
Operating expenses	64,202
Earnings from operation	20,926
Deductions from earnings.	
Interest on bonds	9,091
" " unfunded debt	4,582
Taxes	5,262
Net income	1,990

Balance Sheet.—Dated Sept. 30,	1900.	1901.
ASSETS.		
Cost of road	$110,564	$367,655
Cost of equipment	24,997	94,006
Land and buildings		192,756
Other permanent investments	130,093	31,203
Cash and current assets	3,922	61,452
Other assets	1,458	5,053
Total	$271,034	$752,125
LIABILITIES.		
Capital stock	$150,000	$295,000
Funded debt		270,000
Real estate mortgage		10,000
Loans and notes payable	85,000	
Current liabilities	35,402	168,926
Accrued "	67	5,038
Profit and loss	565	3,161
Total	$271,034	$752,125

Plant and Equipment.—Miles of track (electric), 23.68; gauge, 4 ft. 8½ in.; 60 lb. T rail; 25 motor cars, Gen. Elec. motors.

Officers.—Pres. J. D. Thurber, V. Pres. C. I. Litchfield, Sec. E. Wadsworth, Boston; Treas. E. J. B. Huntoon, Gen. Man.'s Stone & Webster, Res. Man. G. F. Wells, Supt. Dennis G. Trayers, Plymouth.

Directors.—Russell Robb, C. H. French, E. S. Webster, C. A. Stone, W. E. Damon, E. J. B. Huntoon, J. D. Thurber, C. I. Litchfield, H. G. Bradlee.

General Office, 93 Federal St., Boston, Mass.

Date of information, Dec., 1901. b

Boston, Milton & Brockton Street Railway Co.—This road commenced operation July 11, 1899, running between and in Milton, Quincy and Randolph. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $120,000.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Operation.—	July 11 to Sept. 30, 1899.	Sept. 30, 1899 to Feb. 10, 1900.
Receipts from passengers	$10.989	11,610
Operating expenses	6,723	8,909
Earnings from operation	4,266	2,701

Deductions from earnings.	1899.	1900.
Interest	1,653	2,500
Taxes	653	357
Renewal account		1,500
Net income	1,960	*1,656
Surplus	1,960	303

STATISTICS OF TRAFFIC.	July 11 to Sept 30, 1889.	Sept. 30. 1899 to Feb. 10, 1900.
Revenue passengers carried	220,412	251,662
Car miles run	52,311	83,670
Total receipts per car mile	$.210	$.139
Operating ex. per car mile	.128	.106

Balance Sheet.—Dated	Sept. 30, 1899.	Feb. 10, 1900
ASSETS.		
Cost of road	$214,796	$216.124
" " equipment	38,798	43,984
Other permanent investments	15,946	16,214
Cash and current assets	8,715	3,712
Total	$278,255	$280,034
LIABILITIES.		
Capital stock	$120,000	$120,000
Funded debt	100,000	100,000
Current liabilities	55.045	57,439
Accrued liabilities	1,250	792
Renewal account		1,500
Profit and loss (surplus)	1,960	303
Total	$278,255	$280,034

Plant and Equipment.—Miles of track (electric), 10.36; gauge, 4 ft. 8½ in.; 15 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. Benjamin J. Weeks, Quincy.

Directors.—Patrick Sullivan, Jos. H. Goodspeed, P. H. Saltonstall, Fred'k H. Smith, John R. Graham, Eugene N. Foss, Gordon Abbott.

General Office, Quincy, Mass.

Date of information, Feb., 1902. z

New Bedford, Middleboro & Brockton Street Railway Co.—Chartered in Mar., 1899. This company commenced operation June 16th, 1899 and operates from New Bedford to Bridgewater Center and Taunton, where it connects with the Brockton, Bridgewater & Taunton Rv. On July, 18, 1900, this company was consolidated with the Brockton St. Ry. Co. (now the Old Colony St. Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $350,000.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Operation.—	Period from June 16 to Sept. 30, 1899.	Sept. 30, 1899 to July 18, 1900.
Receipts from passengers	$12,436	$49,666
" other sources	180	503
" total	12,616	50,169
Operating expenses	8,202	46,852
Earnings from operation	4,414	3,317
Deductions from earnings.		
Interest	1,732	7,629
Taxes	2,564	3,314
Other deductions		139
Net income	117	*7,765
Net credits profit & loss ac.		33,770
Total surplus July 18, 1900.		26,122

Balance Sheet.—Dated	Sept. 30, 1899.	July 18, 1900.
ASSETS.		
Cost of road and equipment	$477,526	$628,963
" land and buildings	3,785	107,453
Cash and current assets	202,461	6,469
Other assets		4,523
Total	$683,772	$747,408
LIABILITIES.		
Capital stock	$326,575	$350,000
Funded debt		$325,000
Loans and notes payable	351,960	20,000
Audited accounts	2,556	21,974
Accrued taxes	2,564	4,312
Profit and loss (surplus)	117	26,122
Total	$683,772	$747,408

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 35.64; gauge, 4 ft. 8½ in.; 60 lb. T rail; 30 motor cars; 1,200 H. P. station plant; Gen. Elec. motors.

Officers.—Pres. J. P. Morse, Brockton; V. Pres. John J. Whipple, 53 Boylston St., Boston; Treas. & Clerk, Henry E. Reynolds, Brockton; Gen. Man. H. B. Rogers, Brockton; Supt. A. C. Ralph, Bridgewater; Ch. Engr. of power station, H. L. Brown, East Freetown, Mass.

Directors.—John J. Whipple, A. M. Bearse, Fred C. Hinds, Wm. Jones, Geo. A. Butman, J. P. Morse, H. E. Reynolds, F. B. Howard, J. H. Goodspeed, P. F. Sullivan, H. B. Rogers.

General Office, 203 Main St., Brockton, Mass.

Date of information, Feb., 1902. z

BROOKFIELD, MASS.

Population in 1880, 2,820, in 1890, 3,352, in 1900, 3,662.

Warren, Brookfield & Spencer Street Railway Co.—Chartered Mar., 1896. This company commenced operation on June 29, 1896.

CAPITAL STOCK, authorized, $220,000, issued, $150,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. 1,old coupon bonds, authorized and issued, $125,000; dated Nov. 1, 1896, due 1916; int. payable May and Nov., at office of the International Trust Co., of Boston, trustee of mortgage.

NOTE.—First mortgage provides that on and after Nov. 1, 1899, $2,000 per annum shall be passed to sinking fund.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$33,687	$48,241	$55,142	$61,565	$61,264
Operating expenses	26,423	29,535	37,286	36,627	39,294
Earnings from op.	7,264	18,706	20,856	24,941	21,970
Deduc. from earnings.					
Int. on funded debt.	2,550	6,250	6,250	6,250	6,250
" floating debt	1,166	1,476	3,907	4,313	4,249
Taxes	2,272	2,184	2,199	2,957	2,371
Other deductions		1,709	3,250	2,245	4,401
Net income	1,276	7,088	5,250	9,173	4,698
Dividends paid			3,750	3,750	3,000
To surplus account		7,088	1,500	5,423	1,698
Total surp. account	2,317	9,405	10,905	11,056	12,753

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 4,445	$ 4,620	$ 4,876	$ 3,073	$ 3,717
Maint. of way and bldgs.	1,671	3,038	5,188	3,073	3,812
" " equipment	1,148	2,394	2,178	2,814	3,186
Transportation exp.	19,159	19,483	25,044	27,067	28,578
Total	$26,423	$29,535	$37,286	$36,627	$39,294

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rev. pass. carried	667,473	966,236	1,170,573	1,243,575	1,236,235
Car miles run	219,365	288,827	384,166	380,291	364,244
Gross rec. per c. m.	$.154	$.167	$.151	$.159	$.168
Op. ex. per car m.	.121	.102	.097	.096	.108

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$238,562	$243,662	$247,857	$250,008
" equipment	37,240	37,762	39,264	39,457
Land and buildings	63,662	65,669	65,669	66,062
Cash and current assets	7,576	10,595	12,007	7,157
Material and supplies	602	1,102	2,500	
Other assets				1,608
Total	$347,653	$358,190	$367,297	$364,292
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt	125,000	125,000	125,000	125,000
Current liabilities	63,238	69,680	75,950	69,188
Accrued "		2,605	3,291	3,350
Sinking fund			2,500	4,000
Profit and loss (surplus)	9,405	10,905	11,056	12,753
Total	$347,643	$358,190	$367,297	$364,292

PLANT AND EQUIPMENT.—Miles of track (electric), 20.1; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T and girder rail; 6 closed and 10 open motor cars, 2 snow plows; Slater engines, Gen. Elec. dynamos and motors, Massachusetts cars.

OFFICERS.—Pres. Alexander B. Bruce, Lawrence, Mass.; V. Pres. E. R. McPherson, Sec. & Treas. G. A. Butman, 8 Congress St., Boston, Supt. C. A. Jefts, Brookfield.

DIRECTORS.—N. Sumner Myrick, E. R. McPherson, C. A. Richardson, A. G. Van Nostrand, C. E. Barnes, Robert Redford, A. B. Bruce.

GENERAL OFFICE, Brookfield, Mass.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Dec., 1901. b

BROOKLYN, N. Y.

Population in 1880, 599,495, in 1890, 838,547, in 1900, 1,166,582.

Brooklyn Rapid Transit Co.—Chartered Jan. 17, 1896, under the laws of New York, as the successor to the Long Island Traction Co., whose assets were purchased under foreclosure of the collateral trust deed and transferred to the Brooklyn Rapid Transit Co. Annual meeting, last Friday in Jan. This company was organized for the purpose of controlling various street railway properties in Brooklyn through ownership of stock, and is not an operating company. The earnings are derived from interest on invested funds, and from the surplus earnings over and above interest and guaranteed dividend charges of the operating companies which it controls. For description of leases and of the guarantee fund see Brooklyn Heights R. R. Co.

The Brooklyn Rapid Transit Co., and its constituent companies, own the following securities :

1,462.25 shares capital stock Brooklyn Rapid Transit Co., par value	$146,228
Entire capital stock Brooklyn Heights R. R. Co., which includes equity in 999 year lease of Brooklyn City R. R. Co. to Brooklyn Heights R. R. Co., par value	200,000
Entire capital stock, Brooklyn, Queens County & Suburban R. R. Co., par value	2,000,000
Entire capital stock, Sea Beach Ry. Co., par value	650,000
121,929.72 shares common stock of the Brooklyn Union Elevated R. R. Co., par value	12,299,972
47,143.53 shares 5 p. c. non-cumulative preferred stock of the Brooklyn Union Elevated R. R. Co., par value	4,714,253
Entire common stock of the Nassau Electric R. R. Co., par value	8,500,000
60,520 shares out of total 65,000 shares of the 4 p.c. cumulative preferred stock of the Nassau Electric R. R. Co., par value	6,052,000
Entire capital stock of Coney Island & Gravesend Ry. Co. outstanding par value	35,400
First mortgage 5 p. c. bonds, Brooklyn Rapid Transit Co., par value	30,000
First mortgage 5 p. c. bonds, Brooklyn, Queens County & Surburban R. R. Co., par value	*2,000,000
First consolidated mortgage, Brooklyn, Queens County & Suburban R. R. Co., par value	50,000
First mortgage 5 p. c. bonds, Brooklyn City R. R. Co., par value	*1,627,000
First consolidated mortgage 4 p. c. bonds, Nassau Electric R. R. Co., par value	29,000
Total	38,333,853
Also owns all right, title and interest of the Brooklyn Heights R. R. Co. in the construction account against the Brooklyn City R. R. Co., and the Prospect Park & Coney Island R. R. Co. for extensions and improvements on leased lines, amounting June 30, 1901	$6,449,855
Grand total	$44,783,668

*Composing guarantee fund for performance of Brooklyn City R. R. Co.'s lease.

The Brooklyn Rapid Transit Company in April, 1899, also acquired, through one of its constituent companies, all the properties of the former Brooklyn & Brighton Beach R. R. Co., and the work of reconstruction of this property as an electric railroad was completed in May, 1899. The company has also leased for the period of 999 years the Prospect Park & Coney Island R. R. Co., the New York & Coney Island R. R. Co., and the Prospect Park & South Brooklyn R. R. Co. The Kings County Elevated R. R. Co. has an issued bonded indebtedness of $7,000,000 in 4 per cent. bonds.

At a special meeting held on Mar. 20, 1902, the stockholders of the company voted to authorize the issue of refunding first mortgage bonds to the amount of $150,000,000. It is proposed to make these new bonds convertible into stock within two years, and not more than twelve years subsequent to their issue. It is understood that only a small amount of the new bonds will be issued at once.

Capital Stock, authorized and issued, $45,000,000, outstanding, $44,853,772; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized, $7,000,000, issued, $6,970,000, in treasury, $30,000; dated Oct. 1, 1895, due 1945; denom. $1,000; int. payable Apr. and Oct. at office of the Central Trust Co., 54 Wall St., New York.

Please note date of information at end of each report.

MAP OF THE

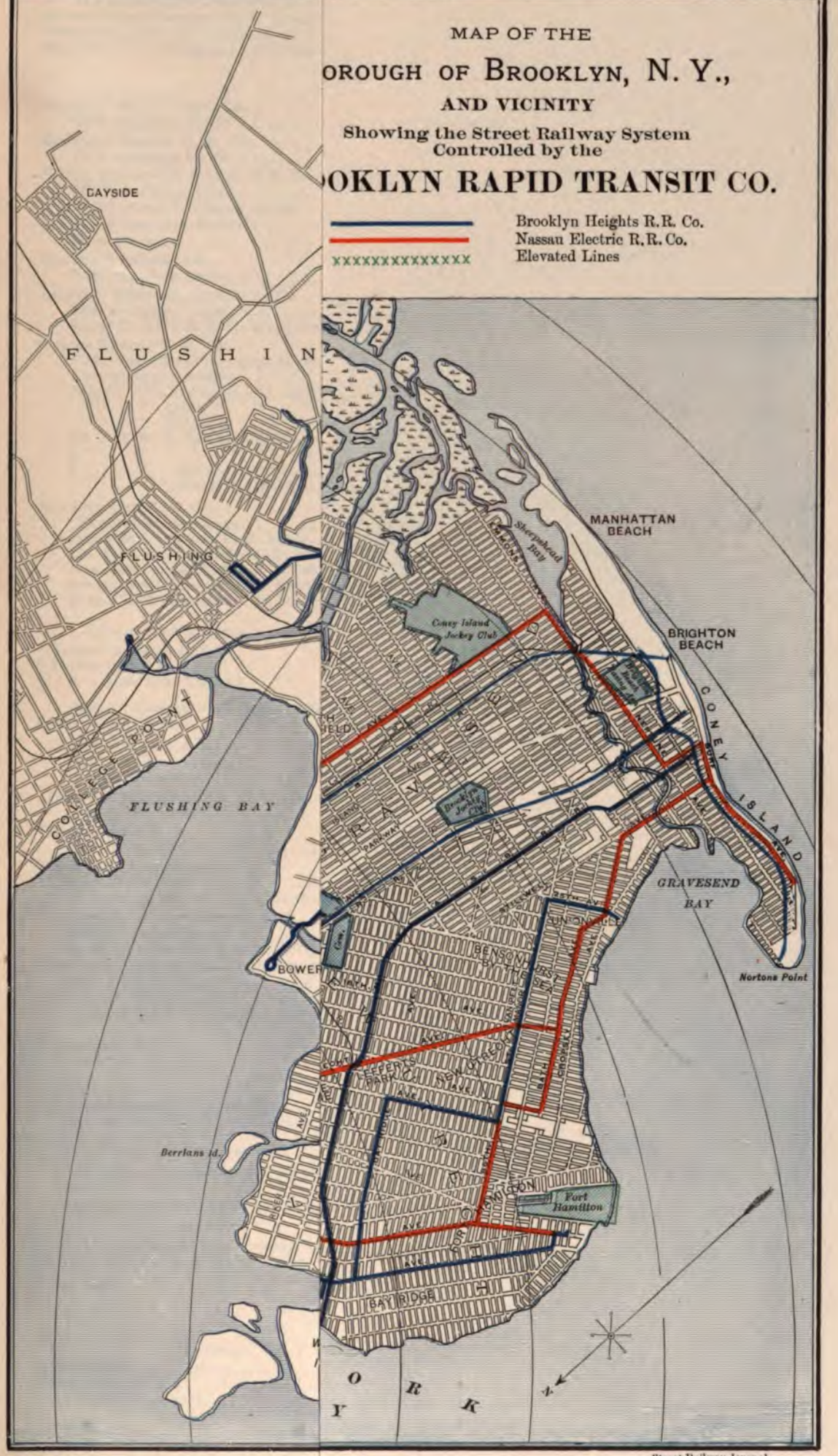
OROUGH OF BROOKLYN, N. Y.,

AND VICINITY

Showing the Street Railway System
Controlled by the

OOKLYN RAPID TRANSIT CO.

Brooklyn Heights R.R. Co.
Nassau Electric R.R. Co.
Elevated Lines



Street Railway Journal

The following is a statement of the present total funded indebtedness of the Brooklyn Rapid Transit Co., including its constituent companies, with the amounts of annual interest. For detailed descriptions of mortgages and leases see the companies named:

	Amount Outstanding.	Rate. per cent.	Annual Charge.
Brooklyn Rapid Transit Co.			
Gold mortgage bonds	$6,970,000	5	$348,500
Brooklyn Heights R. R. Co.			
First mortgage bonds	250,000	5	12,500
B'klyn, Queens Co. & Surb. R.R. Co.			
*First mortgage bonds	3,500,000	5	175,000
*First consol. mortgage bonds	2,884,000	5	144,200
Jamaica & Brooklyn Road Co.			
First mortgage	240,000	5	12,000
Sea Beach Railway Co.,			
First mortgage bonds	650,000	4	26,000
Brooklyn Union Elevated R. R. Co.			
First mortgage bonds	16,000,000	4§	640,000
Kings Co. Elev. R. R.Co. mtg.bonds	7,000,000	4	280.000
Nassau Electric R. R. Co.			
First consolidated mortgage bonds.	10,447,000	4	417,880
First mortgage bonds	660,000	5	33,000
Atlantic Ave. first cons. mtg. bonds	730,000	5	36,500
" " gen'l " " "	2,241,000	5	112,050
" " improv'nt " "	220.000	5	11,000
†B. B. & W. E. first mtg. series A.	250,000	5	12,500
† " " " " " B.	250,000	5	12,500
† " " second mortgage	52,000	5	2,600
" " general mortgage	121.040	5	6,052
Brooklyn City R. R. Co.			
*First consol. mortgage	6,000,000	5	300,000
Brooklyn Crosstown R. R. bonds	200,000	5	10,000
Cal. Cem. & Greenpoint R. R. bds.	200,000	6	12,000
New Wmsburg & Flatb'h R. R. bds.	200,000	4½	9,000
Greenpoint & Lorimer R. R. bonds.	125,000	6	7,500
Grand St. & Newtown R. R. bonds.	200,000	5	10,000
Total interest charges			$2,630,782

*(Subject to call in 1916.)
†(Subject to call.)
§(5 p. c. after Feb. 1, 1905.)

ANNUAL RENTALS.—(Payable by Brooklyn Heights R. R. Co., as lessee), July 1, 1900:

*To Brooklyn City R. R.	
10 p. c. on capital stock	$1,200,000
Interest on bonds	348,500
*To Brooklyn, Queens Co. & Suburban R. R.	
Interest on bonds	331,200
*To Sea Beach R R.	
Interest on bonds	26,000
*To Nassau Electric R. R.	
Interest on bonds	644,082
By terms of lease of Apr. 1, 1900	260,000
*To Brooklyn Union Elevated R. R.	
Interest on bonds	920,000
By terms of lease of July 1, 1901	150,000
To Prospect Park & Coney Island R. R. New York & Coney Island R. R., Prospect Park & South Brooklyn R. R., whose properties are leased for 999 years at an annual rental of	40,000
Total rental charges	3,919,782
" interest charges	2,630,782
Total fixed charges	6,550,564
Less rentals and interest rebated to Brooklyn R. T. Co. by its ownership of stocks and bonds	573,430
Grand total fixed charges paid	$5,977,134

* In addition to organization expenses and taxes.

Income Account.—For year ending June 30,

RECEIPTS.	1899.	1900.	1901.
Interest on stocks and bonds owned	$188,395	$239,549	$374,064
Brooklyn Heights R. R. Co.'s surplus	471,555	275,725	297,220
Other income	182,425	176,903	288,358 / 122,147
Total	842,375	692,177	1,081,789
EXPENSES.			
Interest on bonds and loans	338,261	355,663	411,352
Taxes on capital stock	41,565	40,000	60,000
Miscellaneous expenses		50,371	58,355
Total	379,826	446,034	529,708
Surplus		246,143	552,082
Net surplus of constituent companies		322,741	
Total surplus	54,542	623,426	972,551

Operation.—The following is the combined statement of operation for all the companies comprising the Brooklyn Rapid Transit system.

Year ending June 30,	1900.	1901.
Receipts from operation	$11,376,804	$11,899,837
" " other sources	391,746	235,722
" total	11,768,550	12,135,559
Operating expenses	7,106,373	7,216,008
Earnings	4,662,117	4,919,551
Deductions from earnings.		
Taxes	736,721	754,626
Interest, rentals, etc	3,398,684	3,587,122
To surplus on account of operation	526,772	577,803
Total surplus " "	623,426	1,201,229

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.	1901.
Passengers carried (including transfers)	272,560,074	297,087,698
Car miles run	53,053,330	50,155,925
Per cent oper. ex. to total receipts	66.85	59.4
Receipts per car mile	$.2184	$.241
Operating expense per car mile	.1459	.157

Balance Sheet.—Dated June 30,

	1900.	1901.
ASSETS.		
Cost of road and equipment	$ 85,984,973	$ 86,565,406
Additions and betterments, not distributed	85,774	22,841
Equity in construction accounts.		
Brooklyn City R. R. Co.	5,018,105	5,181,635
Nassau Electric R. R. Co.		1,118,216
Prospect Park & Coney Island R. R.	108,427	149,904
Guarantee Fund	4,005,755	4,005.755
Treasury bonds	5,513,000	109,000
Brooklyn R. T. Co.'s stock	146,228	146,228
Accounts receivable	311,904	197,137
Prepaid insurance	34.261	92,214
Supplies not distributed	516,606	440,883
Sundry charges, prepaid		55,325
Cash on hand	1,470,287	4,719,956
Total	$103,195,320	$102,804,560
LIABILITIES.		
Capital stock B. R. T. Co.	$45,000,000	$45,000,000
Capital stock constituent companies not owned by Brooklyn Rapid Transit Co.:		
Nassau R.R. preferred, outstanding	448,000	448,000
Brooklyn Union preferred, outstanding.	285,646	284,947
" " common, "	807,028	699,528
Directors' shares, constituent companies		5,700
Funded debt B. R. T. Co.	7,000,000	7,000,000
Sea Beach R. R. Co.	650,000	650,000
Brooklyn, Queens Co. & Suburban R. R.	6,574,000	6,624,000
Brooklyn Heights R. R.	250,000	250,000
Brooklyn Union Elev. R. R.	23,000,000	23,000,000
Nassau Electric R. R.	15,000,040	15,000,040
Mortgages	226,725	197,725
Loans	1,000,000	
Interest accrued	116,579	90,611
Taxes "	596,052	833,243
Rentals "	686,140	777,782
Audited vouchers	641,397	656,007
Accounts payable	110,106	32,797
Contingent accounts	180,181	254,076
Insurance fund		27,581
Profit and loss (surplus)	623,426	972,551
Total	$103.195,320	$102,804,560

Plant and Equipment.—(All owned or leased and operated by Brooklyn Heights R. R. Co.) Miles of track (elevated and surface), 523.72; gauge, 4 ft. 8½ in.; cars on surface lines, motor and cable 1,154 closed, and 1,333 open motor cars, 43 motor snow plows, 93 trail, freight and service cars, 10 express cars, 35 sweepers, total, 2,668; cars on elevated lines, closed motor, 98, trail, 486, trail, open, 69, service cars, 26, total, 679; locomotives, 128; grand total, 3,475; 6 power stations, with 96 boilers of 22,300 H. P.; 32 engines, with 33,250 H. P., and 33 generators 22,760 K. W. capacity, 3 storage batteries with 2,200 K. W. hours capacity.

Officers.—Pres. J. L. Greatsinger, V. Pres. H. C. Du Val, 2d V. Pres. Timothy S. Williams, Auditor W. B. Longyear, Gen. Man. J C. Brackenridge, Sec. & Treas. C. D. Meneely.

Directors.—J. L. Greatsinger, Timothy S.Williams, A.R.Flower, E. H. Harriman, W. G. Oakman, H. H. Porter, A. Belmont, A. N. Brady (Chairman), Horace C. DuVal, John G. Jenkins, Henry Seibert, D. H. Valentine, R. Somers Hayes.

General Office, 168 Montague St.

References.—Financial report, Vol. IX, Aug., '93, p. 558; description of road (brief), Vol. XII, Oct., '96, p. 605; financial characteristics and operating organization, Vol. XIII, Dec. '97, p. 842; traffic difficulties, Vol. XVI Jan. 6, '00, p. 31 (ill. and map); electrolytic condtions, Vol. XVI, May 26, '00, p. 514, June, '00, p. 469; third rail system at Manhattan Beach, Apr. 7, '00, p. 379; snow and ice test, int., p. 331

Please note date of information at end of each report.

(ill.); traffic changes, June 2, '00, p. 569; ten cent fares, June 16, '00, p. 581; ten cent fares discussion, June 23, 00, p. 591; electricity on elevated railroads, June 23, '00, p. 590; court decision, July 28, '00, p. 681; collecting fares, Aug. 11, '00, p. 766; description of repair shops, Dec. 1, '00, p. 1143 (ill.); movable storage battery substation, Vol. XVII, June 1, '01, p. 665 (ill.); combination cars, Vol. XVII, Feb. 2, '01, p. 200(ill.); annual meeting, Vol. XVII, Feb. 2, '01, p. 202; storage batteries, Vol. XVIII, Sept. 21, '01, p. 340 (ill.); new car house, Vol. XVIII, Aug. 3, '01' p. 120 (ill.); emergency repair wagon service, Vol. XVIII, Sept. 7, '01, p. 265 (ill.); automatic train recorder, Vol. XVIII, Nov. 2, '01, p. 674 (ill.).

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Brooklyn Heights Railroad Co.—Chartered Apr. 1, 1887. Annual meeting Thursday after second Wednesday in Jan.

Capital Stock, authorized and issued, $200,000; par value, $100 per share. The entire capital stock of this company is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $250,000; coupon, but may be registered; dated Apr. 1, 1891, due 1941 (see Note); denom. $1,000; int. payable Apr. and Oct., at office of People's Trust Co., of Brooklyn, trustee of mortgage.

Leased Roads.—The company operates the property of the Brooklyn City R. R. Co. under a 999 year lease, and in consideration therefor, guarantees the payment of the lessor's fixed charges and a dividend of 10 p. c. on its capital stock ($12,000,000).

By the terms of the lease the lessor agreed to expend in the conversion of its various systems from horses to electricity all of the moneys it received from the sale of $3,000,000 of capital stock and $3,000,000 of bonds (authorized, but unissued at the time of the lease) reserving to itself whatever surplus moneys resulting from previous operation, after certain deductions, remained on hand at the time the control of the property was assumed by the lessee and whatever premiums were realized from the sale of its stock and bonds. All accrued obligations at the time of taking possession were to be paid by the lessor. The cost of such construction as remained uncompleted and such extensions as are from time to time necessary or desirable is to be met by the lessee and is to become a contingent charge against the lessor, to be adjusted at the termination of the lease, or at such time and in such manner as may be agreed upon by the lessee and lessor corporations.

The company also leases the properties of the Sea Beach Ry. Co., the annual rental being a sum equivalent to the fixed charges, taxes and organization expenses of the lessor. On Apr. 1, 1899, it leased for one year the properties of the Nassau Electric R. R. Co. for $150,000, plus all fixed charges, taxes and organization expenses. On Feb., 1900, this lease was extended for 999 years from Apr. 1, 1900, by the terms of which the lessee is to pay all fixed charges, taxes and organization expenses of the lessor company, and in addition all net earnings of the property, guaranteeing said earnings to be not less than 4 p. c. of the lessor company's outstanding preferred stock ($6,500,000), and on Apr. 1, 1899, it leased the property of the Brooklyn Union Elevated R. R. Co. for one year, the rental being $100,000 per year, plus all fixed charges and organization expenses. On Apr. 1, 1901, this lease was extended for 999 years.

On June 17, 1899, the company leased for 999 years the properties of the Prospect Park & Coney Island R. R. Co. and its allied lines at an annual rental of $840,000.

On July 1, 1899, the company also leased for one year the properties of the Sea View R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses. On May 9, 1900, the Sea View R. R. was merged with the Kings Co. Elevated R. R. and its stock and bonds cancelled.

On Oct. 1, 1899, the company also leased the properties of the Kings Co. Elevated R. R. Co., the terms of the lease being the payment by the lessee of the lessors' fixed charges and organization expenses On May 24, 1900, the Kings County Elevated R. R. was merged with the Brooklyn Union Elevated R. R.

Guarantee Fund.—To guarantee the faithful performance of the conditions of the lease of the Brooklyn City R. R. Co., the Long Island Traction Co. (the predecessor of the Brooklyn Rapid Transit Co.) deposited in various trust companies and banks a guarantee fund of $4,000,000, the income of which is to be paid to the lessee. In case of default in the payment of any of the fixed charges of the lessor, the lessee is authorized to use $250,000 of the guarantee fund, but no part of the guarantee fund can be impaired to an extent which shall reduce such fund below $3,750,000.

The guarantee fund originally consisted of bonds of the Brooklyn City R. R. Co. of the par value of $1,860,000, purchased at $107.50, market value, $1,999,500; $2,000,000 first mortgage bonds of the Brooklyn, Queens County & Suburban R. R. Co. at par; and $500 in cash, aggregating $4,000,000.

On July 1, 1894, the company "technically defaulted" on the payment of a portion of the rentals due the Brooklyn City R. R. Co. and in accordance with the provisions of the lease it withdrew from the guarantee fund the equivalent of $250,000, the actual withdrawal being $233,000 of Brooklyn City R. R. bonds. The value of the securities now held in the guarantee fund was, on Dec. 31, 1900:

	Par value.
Brooklyn City bonds	$1,627,000
Brooklyn, Q. Co. & Sub. bonds	2,000,000
Cash	975
Total	$3,627,975

Operation.—The following is the operating report of the Brooklyn Heights R. R. Co. for the year 1897, and for the Brooklyn Heights R. R. Co., the Brooklyn, Queens Co. & Suburban R. R. Co., and the Sea Beach Ry. Co. for 1898 and thereafter. For the combined report of the Brooklyn Rapid Transit system see Brooklyn Rapid Transit Co.

Year ending Dec. 31,	1898.	June 30, 1899.	1900.	1901.
Rects. from operation.	$5,874,535	$7,237,755	$11,376,804	$11,747,574
" other sources...	188,346	174,692	211,706	311,388
" total.....	6,062,881	7,412,447	11,588,510	12,058,962
Operating expenses...	3,546,425	4,416,117	7,048,493	7,131,080
Net earnings from op..	2,516,456	2,996,330	4,540,017	4,927,882
Deduct. from earn'gs.				
Int. on bonds and floating debt.....	282,620	21,570	16,505	13,502
Taxes.....	176,063	253,254	696,721	694,328
Rentals.....	1,754,548	2,268,339	3,551,066	3,922,832
Net income.....	303,225	453,167	275,725	297,220
P.c.op. ex. to tot.rects..	58.49	59.57	60.82	

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	June 30. 1899.	1900.	1901.
Cost of road and equip..	$ 465,925	$ 465,398	$ 462,498	$ 462,418
B'kl'n City R.R.con. acct.	4,635,520	4,764,048		
Stock and bonds.....				50,000
Supplies.....	160,398	152,370	516,607	554,860
Betterments.....	264,149		6,266,975	6,685,527
Open accounts.....	170,481	409,433	301,467	241,587
Cash.....	182,733	437,553	18,379	1,123,774
Bills receivable.....	38,213	38,213		
Insurance paid.....	24,470	37,985	34,261	64,633
Total.....	$5,941,890	$6,305,000	$7,600,187	$9,182,798
LIABILITIES.				
Capital stock.....	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Funded debt.....	250,000	250,000	250,000	250,000
Bills payable.....	175,000		647,053	
Accrued interest.....	3,990	3,642	3,249	3,486
Accrued taxes.....	38,819	196,076	535,034	737,782
Rentals.....	430,433	613,748	836,320	758,415
Wages and supplies.....	241,931	292,058		1,085,157
Open accounts.....				
Other liabilities.....	19,000	19,000	27,875	18,875
Brooklyn R. T. Co.'s equity in Brooklyn C. R. R. const. acct.....	4,528,503	4,730,476	5,100,656	6,129,083
Profit and loss (surplus).	54,213			
Total.....	$5,941,890	$6,305,000	$7,600,187	$9,182,798

Plant and Equipment.—Including leased lines.

	Owned.	Leased.	Surface.	Elevated.	Total.
Miles of track (electric)	1.26	522.45	454.63	67.82	523.71

Gauge, 4 ft. 8½ in.; 50 lb. to 98 lb. T and 9 in. girder rail; 142 locomotives, 2,600 surface motor cars, 584 elevated passenger cars, 6 mail-10 express, 69 trail cars and 35 sweepers, 43 snow plows; 14,900 H. P. Babcock & Wilcox boilers, Allis and McIntosh & Seymour engines, Gen. Elec. dynamos, Gen. Elec., West., Curtis and Walker motors, Brill, Barney & Smith, Jones, Laconia, L. & F., Pullman, St. Louis and Stephenson cars; Baltimore, Barney & Smith, Brill, L. & F., McGuire, Peckham, Taylor and White trucks.

Officers.—Pres. & Gen. Man. J. L. Greatsinger, V. Pres. H. C. DuVal, 2d V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely Audr. W. B. Longyear, Actg. Gen. Man. & Ch. Engr. J. C. Brackenridge, Engr. Equipment and Line H. H. Williams, Engr. Maintenance of way E. H. Packe, Elec. Engr. Charles E. Roehl, Supt. of Surface System W. W. Wheatly, Supt. of Elevated Systems B. W. Folger, Jr., Pur. Agt. L. Van Cott, Supt. of Equip. Eugene Chamberlin, Gen. Pass. Agt. H. M. Kennedy.

Directors.—Anthony N. Brady, Albany, N. Y.; J. L. Greatsinger Henry Seibert, T. S. Williams, H. H. Porter, E. H. Harriman, A. R. Flower, W. G. Oakman, A. Belmont, J. G. Jenkins, Horace C. DuVal D. H. Valentine, R. Somers Hays.

General Office, 168 Montague St.

References.—Description of road, Vol. VII, Aug., '91, p. 395 (ill); (brief), Vol. VIII, May, '92, p. 275; change of owner, Vol. IX, Jan., '93, p. 66; description of rail cars (brief), Vol. XIII, Apr., '97, p. 236 (ill.); operating detail Vol. XIII, Apr., '97, p. 225 (ill.); operating detail, Vol. XIII, Apr., '97, p. 224; express service, Vol. XII, June, '96, p. 357; telephone service, Vol. XIII, May, '97, p. 294; general passenger dept., Vol. XIII, June, '97, p. 341 (ill.); operating detail, Vol. XIII, June '97, p. 348 (ill.); description of power plant, Vol. XIII, July '97, p. 401 (ill.); instruction book for inspectors, Vol XIV, Jan. '98, p. 15 (ill.); employment bureau of, Vol. XIV, June, '98, p. 333.; description of truck, Vol. XIV, Sept., '98, p. 555 (ill.); operating problems, Vol. XVI, Mar. 17, '00, p. 293; automobile emergency wagon Vol. XVIII, Nov. 30, '01, p. 775 (ill.); operating detail, Vol. XVIII, Dec. 7, '01, p. 814 (ill.).

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Please note date of information at end of each report.

The Brooklyn City Railroad Co.—Chartered Dec. 17, 1853, under N. Y. General Railroad Law of 1850. Annual meeting second Monday in Jan. The following companies have been at various dates consolidated with this company: Bushwick R. R. Co., Brooklyn Crosstown R. R. Co., Calvary Cemetery, Greenpoint & Brooklyn R. R. Co., New Williamsburgh & Flatbush R. R. Co., Greenpoint & Lorimer Street R. R. Co., Grand Street & Newtown R. R. Co. and South Brooklyn Street R. R. Co.

Lease.—The entire property and franchises of the company were leased on Feb. 14, 1893, to the Brooklyn Heights R. R. Co. for 999 years, and possession given to lessee on June 6, 1893. The lessee guarantees the company's fixed charges and a dividend of 10 p. c. per annum on its capital stock, $12,000,000. (For description of lease and of guarantee fund see Brooklyn Heights R. R. Co.).

Capital Stock, authorized and issued, $12,000,000; par value, $10 per share. Guaranteed 10 p. c. dividends, payable quarterly, Jan. (15), Apr., July, Oct.

Funded Debt.—Total authorized and issued, $6,925,000, as follows: (First) consolidated mortgage 5 p. c. bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1891, due 1941, but payable at the company's option in 1916; denom. $500 and $1,000; int. payable Jan. and July, at office of the company, and at Nassau National Bank, of Brooklyn; trustee of mortgage, Kings County Trust Co., of Brooklyn.

Brooklyn Crosstown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000, due July 1, 1908; denom. $1,000; int. payable Jan. and July.

Calvary Cemetery, Greenpoint & Brooklyn R. R. Co.'s first mortgage 6 p. c. bonds, $200,000; due June 1, 1907; denom, $1,000; int. payable June and Dec.

New Williamsburgh & Flatbush R. R. Co.'s first mortgage 7 p. c., bonds, $200,000; due 1897; denom. $1,000; int. payable Feb. and Aug. Extended Feb. 1, 1897, at 4½ p. c., so as to mature at same time with first consolidated mortgage.

Greenpoint & Lorimer Street R. R. Co.'s first mortgage 6 p. c. bonds, $125,000; due 1910; denom. $1,000; int. payable May and Nov.

Grand Street & Newtown R. R. Co.'s first mortgage 5 p. c. bonds, $200,000; due 1906; denom. $1,000; int. payable Apr. and Oct.

Note.—The consolidated mortgage bonds are a first lien on the original lines of the Brooklyn City R. R. Co., and a second lien on all the lines acquired by the various consolidations.

Dividends, prior to 1893, 8 p. c. per annum on $6,000,000; in 1893, 4 p. c. on $6,000,000, 4⅔ p. c. on $9,000,000; in 1894, 10 p. c. (guaranteed) and 2 p. c. extra from surplus; in 1895, 10 p. c. (guaranteed) and 2½ p. c. from surplus; in 1896, 10 p. c. 10 p. c. dividends are now guaranteed by the Brooklyn Heights R. R. Co.

Operation.—(See Brooklyn Rapid Transit Co.)

Balance Sheet.—Dated Dec. 31, ——June 30,——

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$18,925,000	$18,925,000	$18,925,000	$18,925,000
Cash assets	230,443	125,635	139,638	153,945
Other investments	251,394	250,893	250,893	250,893
Accounts rece'ble.	6,989			
Total	$19,413,826	$19,301,528	$19,315,531	$19,329,838
LIABILITIES.				
Capital stock	$12,000,000	$12,000,000	$12,000,000	$12,000,000
Funded debt	6,925,000	6,925,000	6,925,000	6,925,000
Open accounts	34,003	34,476	36,134	37,170
Profit and loss (surplus)	454,823	342,052	354,397	367,668
Total	$19,413,826	$19,301,528	$19,315,531	$19,329,838
Miles of track own'd				205.65

General Office, 168 Montague St.

References.—Description of road, Vol. VIII, May, '92, p. 272; Vol. VIII, Oct., '92, p. 598 (ill.); description of Kent Ave. power plant, Vol. IX, Feb., '93, p. 112 (ill.); Vol. IX, July, '93, p. 436 (ill.); description of eastern power plant, Vol. IX, Dec., '93, p. 781 (ill.); description of southern boiler plant, Vol. X, June, '94, p. 383 (ill.), description of Kent Ave. power plant, Vol. X, Souv., '94. p. 93 (ill.); description of coal lift, Vol. X, May, '94, p. 277 (ill.); notes, Vol. VII, July, '91, p. 374; lease, Vol. IX, Feb., '93, p. 129; description of repair shops, Vol. XI, July, '95, p. 433 (ill.); description of express car (brief), Vol. XII, July, '96, p. 436 (ill.); description of car, Vol. XIV, Dec. '98, p. 811 (ill.).

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Brooklyn, Queens County & Suburban Railroad Co.—Chartered Nov., 1893. This is a consolidation on Jan. 16, 1894 of the Broadway R. R. Co., of Brooklyn (inc. 1858), the Broadway Ferry & Metropolitan Avenue R. R. Co. (inc. 1892), and the Jamaica & Brooklyn Road Co. (inc. 1880). On July 1, 1898, this property was leased to the Brooklyn Heights R. R. Co., at an annual rental equivalent to taxes, fixed charges and organization expenses. On July 1, 1900, this lease was extended for one year.

Capital Stock, authorized, $15,000,000, issued, $2,000,000; par value, $100 per share. The entire capital stock issued is owned by the Brooklyn Rapid Transit Co.

Funded Debt.—Total authorized, $8,000,000, issued, $6,574,000 as follows:

First mortgage 5 p. c. gold bonds, authorized and issued, $3,500,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable Jan. and July, at office of First National Bank, of Brooklyn; trustee of mortgage, New York Guarantee & Indemnity Co., of New York.

First consolidated mortgage 5 p. c. gold bonds, authorized, $4,500,000, issued, $2,834,000; coupon, but may be registered; dated Jan. 1, 1894, due 1941, but payable July 1, 1916, at company's option; denom. $1,000; int. payable May and Nov. at office of First National Bank, of Brooklyn; trustee of mortgage, Central Trust Co., of New York.

The company has assumed the principal and interest of the Jamaica & Brooklyn Road Co.'s first mortgage 5 p. c. gold bonds, outstanding, $240,000, dated Jan. 1, 1894; due Jan. 1, 1934; denom. $1,000; int. payable Jan. and July.

Note.—The unissued consolidated mortgage bonds ($1,666,000), are to be used for extensions and equipment. These bonds will be a first lien on the construction paid for by their proceeds, and are a second lien on the present property.

Balance Sheet.—Dated Dec. 31, ——June 30,——

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$8,590,646	$8,593,613	$8,607,563	$8,622,168
Cash				1,832
Profit and loss (deficit)	176,748	45,574	45,574	
Total	$8,767,394	$8,639,187	$8,653,137	$8,624,000
LIABILITIES.				
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt	6,574,000	6,574,000	6,574,000	6,624,000
Bills payable	165,887	65,187	79,137	
Open accounts	27,457			
Coupons	50			
Total	$8,767,394	$8,639,187	$8,653,137	$8,624,000

Plant and Equipment.—Miles of track (electric), 47.22; gauge, 4 ft. 8½ in.; 150 motor cars; Gen. Elec. and West. motors, Brill, Jones. L. & F. and Stevenson cars, Peckham trucks.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors—J. L. Greatsinger, Anthony N. Brady, Henry Seibert, T. S. Williams, D. H. Valentine, Moses May, John G. Jenkins, H. C. Duval, Bernard Gallagher.

General Office, 168 Montague St.

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Nassau Electric Railroad Co. (of Brooklyn).—Chartered Mar. 13, 1893. Annual meeting second Tuesday in Apr. In Apr., 1894, this company acquired a practically exclusive right to use the tracks of the Kings County Electric Ry. Co., the Coney Island, Fort Hamilton & Brooklyn R. R. Co. and the Union R. R. Co., which companies have since been merged into the Nassau Electric R. R. Co. Construction work was commenced in May, 1894. The road was opened in July, 1895.

In Mar., 1896, this company leased the property of the Atlantic Avenue R. R. Co. for 999 years at a rental of $150,000 per annum, until Jan., 1898, and of $180,000 per annum thereafter, in addition to all taxes and interest on funded debt not exceeding $5,500,000. On the date of the lease the Atlantic Ave. R. R. Co. was the owner of the entire capital stock of the Brooklyn, Bath & West End R. R. Co., and the property of the latter was therefore included in the lease of the Nassau Company.

In Apr., 1896, an agreement was made with the Brooklyn Cable Co. whereby the Nassau Company should operate the Park Ave. line upon payment by way of rental of one-half of the net earnings of the line, if there were any.

In Nov., 1897, the Nassau Company leased for a term of 999 years the constructed railroad of the Coney Island & Gravesend Ry. Co., agreeing to pay the entire cost of construction of same, and also the sum of $150,000 within five years. On July 1, 1900, this lease was cancelled, and the line is now operated independently.

In Feb., 1899, about 90 per cent. of the preferred stock and over 99 per cent. of the common stock of the Nassau Electric R. R. Co. was acquired by the Brooklyn Rapid Transit Co., and on Apr. 1st, 1899, the railroad property and franchises of the former were leased to the Brooklyn Heights R. R. Co. of the Brooklyn Rapid Transit system for one year, at an annual rental of $150,000 and payment of all fixed charges and taxes. On Feb. 13th, 1900, this lease was extended for 999 years from Apr. 1, 1900, this company to receive all net earnings of this property after payment of all fixed charges, taxes and organization expenses by the lessee, said lessee guaranteeing said net earnings to be not less than 4 p. c. of the outstanding preferred stock of this company ($6,500,000). In Jan., 1899, the securities of the Nassau Electric R. R Co. were readjusted, and by this readjustment it became the owner of all the stock of the Atlantic Ave. R. R. Co. (including the Brooklyn, Bath & West End R. R.

Co.). and all the stock and bonds of the United R. R. Co., and these companies have now been merged into the Nassau Electric R. R. Co. As readjusted, the stock and bonds of the Nassau Company are as follows:

Capital Stock. — Common stock, authorized and outstanding, $8,500,000.

4 p. c. preferred cumulative stock, authorized and outstanding, $6,500,000.

Funded Debt, total authorized and issued, $15,000,000, as follows:

Description of bonds.	Amount outst'ng	Rate p. c.	Date of Maturity.	When int. payable.
Nassau Electric R. R. Co.				
1st Consol.	$10,474,000	4	Jan 1, 1951	Jan & July
1st mortgage.	660,000	5	Apr. 1, 1944	Apr. & Oct.
Atlantic Avenue R. R. Co.				
1st Consol. mortgage.	732,000	5	Oct. 1, 1909,	Apr. & Oct.
Gen. Con. mortgage.	2,241,000	5	Apr. 1, 1931,	Apr.& Oct.
Improvement mortgage..	220,000	5	Jan. 1, 1934,	Jan. & July.
Brooklyn, B. & W. End R. R. Co.				
*1st mortgage, Series A..	250,000	5	Jan. 1, 1906,	Jan.& July
*1st mortgage, Series B..	250,000	5	Jan. 1, 1916,	Apr. & Oct
*2d mortgage.	52,000	5	June 1, 1911,	June& Dec
General mortgage	121,000	5	Oct. 1, 1933,	Apr. & Oct.
	$15,000,000			

*Subject to call at any time. Interest payable at Colonial Trust Co., New York.

Of the $15,000,000 of bonds authorized under the new mortgage $4,526,000 are reserved for retiring the above-mentioned Nassau firsts, Atlantic Ave. and Brooklyn, Bath & West End bonds.

Operation.—The following is a report of the Nassau Electric R. R. Co., up to the date of its first lease to the Brooklyn Heights R. R. Co., on Apr, 1, 1899, showing only the balance sheet for 1900.

Year ending Dec. 31,	1896.	1897.	1898.	9 mos. end'g March 31, 1899.
Receipts from pass...	$1,690,811	$1,905,354	$2,142,489	$1,557,555
" other sources	75,057	62,687	72,413	94,238
" total.	1,765,868	1,968,041	2,214,901	1,651,793
Operating expenses..	1,040,042	1,104,448	1,693,490	1,312,558
Earnings from opera..	725,826	863,593	521,411	339,235
Deductions from earn.	1896.	1897.	1898.	1899.
Interest.	237,873	233,077	†781,685	306,920
Taxes.	52,072	42,000		106,261
Rentals.	334,220	475,234		248,404
Net income.	101,661	113,282	*260,273	*322,350
P. c. op. ex. to total rec.	58.9	56.1	76.46	79,46

* Deficit. † Before readjustment and refunding of securities.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	June 30, 1900.	June 30, 1901.
Cost of road and equipment.	$14,132,619	$28,562,066	$30,116,650	$30,075,364
Treasury Bonds.			27,000	29,000
Other leasehold prop.		150,000		
Rental B. H. R.R. Co.			65,000	
Supplies.	59,319			260,000
Open accounts.	126,664	114,243	274,671	36,352
Cash.	73,872	12,662	1,828	29,280
Current assets		23,116		
Damages and old claims paid.			254,912	
Betterments.		152,406		1,921
Profit and loss (deficit)	255,649	410,782		
Total.	$14,648,124	$29,425,275	$30,740,061	$30,431,918
LIABILITIES.				
Capital stock.	$6,000,000	$15,000,000	$15,000,000	$15,000,000
Funded debt.	5,500,000	13,500,000	15,000,040	15,000,040
Real estate and mort.		198,850	198,850	
C. I. and Gravesend Ry. Co.		150,000		178,850
Loans and bills pay'ble				
Accrued interest				
Due for wages & sup..	3,148,124	576,425		
Open accounts				
Accounts payable.			326,171	36,523
Profit and loss (surp.).			215,000	216,505
Total.	$14,648,124	$29,424,275	$30,740,061	$30,431,918

Mileage.—The Nassau Company owns 129.7 and leases 7.2 miles of single track and 1028 motor cars—included in B. H. report—and has terminals at all ferries. Its lines extend from various ferries, and from New York end of Brooklyn Bridge to Canarsie, Sheepshead Bay, Manhattan Beach, Fort Hamilton, Greenwood Cemetery, Bensonhurst, Bath Beach and Coney Island. By its ownership of the Atlantic Avenue Railroad it acquires the fee to the double track steam railroad from Jamaica to Flatbush Station in Brooklyn, 9½ miles, (19 miles of track) which is leased for 99 years, from June 1, 1877, to the Long Island R. R. Co., affording that company entrance into the city of Brooklyn. The rental is $60,000 per annum.

Plant and Equipment.—Gauge, 4 ft. 8½ in.; 90 lb. to 93 lb. rail; 13,000 H. P. station plant, Cooper engines, West. dynamos, West. and Steel motors, Brill, St. Louis, Brownell and Stephenson cars, Du Pont trucks.

Officers.—Pres. J. L. Greatsinger, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—John E. Borne, Hugh J. Grant, Jos. D. Donald, J. L. Greatsinger, T. S Williams, N. F. Brady, A. N. Brady, E. H. Harriman, A. R. Flower.

General Office, 168 Montague St.

References.—Mortgage, Vol. X, May, '94, p. 343; description of road (brief), Vol. XI, Sept., '95, p. 567 (ill.); reorganization, Vol. XIV, Jan. '98, p. 51; description of power plant, Vol. XIV, Apr.,'98, p. 182 (ill.); description of road, Vol. VIII, May, '92, p. 274; elec. power plant, Vol. IX, May, '93, p. 275 (ill.); tower wagon, Vol. VIII, Oct., '92, p. 607, (ill.); mail system, Vol. X, Aug., '94, p. 517 (ill.); sale, Vol. VIII, Dec., '92, p. 768; description of repair shop, Vol. XI, July, '95, p. 435 (ill.); description of special cars, Vol. XIV, Nov.,'98, p. 704 (ill.).

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Brooklyn Union Elevated Railroad Co.—Incorporated Jan. 30, 1899, to succeed the Brooklyn Elevated R. R. Co., the Union Elevated R. R. Co., and the Sea Side & Brooklyn Bridge Elevated R. R. Co., the properties of each of which were sold under foreclosure proceedings and purchased by a Reorganization Committee headed by Frederick P. Olcott, Chairman, and by the Committee transferred to the new company about Feb. 16, 1899.

Of the constituent companies whose properties were thus acquired by the Brooklyn Union Elevated R. R. Co., the Brooklyn Elevated R. R. Co. was organized May 26, 1874, and commenced carrying passengers May 14, 1885; the Union Elevated R. R. Co. was organized June 10, 1886, commenced carrying passengers Apr. 10, 1888, and was merged with the Brooklyn Elevated R. R. Co., on Nov. 17, 1890; and the Sea Side & Brooklyn Bridge R. R. Co., was organized Mar. 18, 1890, commenced carrying passengers May 30, 1893, and was leased by the Brooklyn Elevated R. R. Co., on Apr. 28, 1891. On Nov. 25, 1897, Frederick Uhlmann, then president of the Brooklyn Elevated R. R. Co., was appointed receiver of that company, and on Dec. 28, 1897, he was also appointed receiver of the Union Elevated R. R. Co. On Apr. 1, 1897, the Brooklyn Elevated R. R. Co. defaulted in the payment of interest on its first mortgage bonds, on May 1, 1897, it defaulted in the payment of interest on the first mortgage bonds of the Union Elevated R. R. Co , and on July 1 1897, it defaulted in the payment of interest on the first mortgage bonds of the Sea Side & Brooklyn Bridge Elevated R. R. Co. The properties of the companies were sold under foreclosure on Nov. 10, 1898, and were bought in by Frederic P. Olcott, Chairman of the Reorganization Committee, and on Feb. 17, 1899 were turned over to the Brooklyn Union Elevated R. R. Co., by the receiver. In Mar. and Apr., 1899, the Brooklyn Rapid Transit Co. became the owner of over 90 per cent. of both preferred and common stock of the new company, and on Apr. 1, 1899, the Brooklyn Union Elevated R. R. Co. was leased for a period of one year to the Brooklyn Heights R. R. Co., in consideration of the payment by the latter of the fixed charges, organization expenses, and $100,000 cash; and on April 1, 1900, this lease was extended for one year. On July 1, 1902, the road was leased to the Brooklyn Heights R. R. Co. for a period of 999 years, at a rental of $150,000 per annum for three years, $200,000 per annum for next two years, and $250,000 per annum thereafter. On May 24, 1900, the Kings County Elevated R. R. Co., was merged with this company.

Capital Stock.—Common stock, authorized and issued, $13,000,000; par value, $100 per share.

5 p. c. non-cumulative preferred stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 4 p. c. gold bonds (bearing 5 p. c. interest after Feb. 1, 1905); authorized and issued, $16,000,000; dated Feb. 1, 1899, due 1950; denom. $1,000; int. payable Feb. and Aug.

Kings Co. Elevated R. R. Co's first mortgage 4 p. c. gold bonds authorized and issued $7,000,000; dated July 25, 1899, due 1949; demon. $1,000; int, payable Feb. and Aug.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$26,623,722	$29,348,069	$39,879,097	$40,440,026
Construction account.			1,500,000	890,000
Bills receivable	435,309	125,000	150,000	
Cash assets.	90,702	75,976		9,831
Supplies on hand	46,978			
Other assets	71,719		6,946	1,350
Reorganization com...		333,545		
Profit and loss (deficit)	257,172			
Total.	$27,525,603	$29,882,593	$41,536,043	$41,341,207

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$13,283,600	$16,756,860	$18,000,000	$18,000,000
Funded debt	12,968,000	12,890,000	23,000,000	23,000,000
Accounts payable	569,500	185,547	218,739	29,201
Interest on fund. debt due and accrued	263,672			
Due for wages and sup.	66,499			
Taxes accrued	306,724		31,926	30,863
Rec'r B. E. R. R. Co.			132,063	129,934
Other liabilities	67,607			
Profit and loss (surp.)		50,186	153,315	151,210
Total	$27,525,603	$29,882,593	$41,536,043	$41,341,207

Miles of Track.—Miles of main (elevated steam) line, 28.7, of second track, 28.7, of sidings, 10.42; Surface lines, main track, 8.3, second track, 8.3, of sidings, 3.31, total miles of track operated, 87.73; gauge, 4 ft. 8½in.; 60 lb. to 85 lb. Trail; 142 locomotives, 286 cars.

Officers.—Pres. J. L. Greatsinger, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—J. L. Greatsinger, Henry Siebert, John Inglis, J. G. Jenkins, Wm. C. Bryant, S. L. Keeney, A. N. Brady, John D. Keiley, Wm. F. Sheehan, Nicholas F. Brady, Fred. S. Flower, J. B. Taylor, T. S. Williams.

General Office, 168 Montague St.

References.—Short report, Vol. XI, Mar., '95, p. 179; special construction Vol. IX, Sept., '93, p. 573 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; equipment of road by electric power, Vol. XIV, Mar., '98, p. 108; operating detail, Vol. XIV, Apr., '98, p. 210 (ill.); description of motors, Vol. XIV, Aug., '98, p. 464 (ill.); comparison of, Vol. XIV, Dec., '98, p. 755 (ill.); lease to Brooklyn Heights, Vol. XVIII, July 6, '01, p. 27.

Date of information, Mar., 1902. z

For map of system see inset between pages 40 and 41.

Kings County Elevated Railroad Co.—Chartered Jan. 6, 1879. Annual meeting first Wednesday in July.

In Aug., 1896, the Kings County Elevated Railway Co., having defaulted on the interest of its bonds, a receiver was appointed for the property, and the company was reorganized.

The new company which took possession of the property Aug. 1, 1899 issued $6,000.000 common stock and $2,800,000 preferred stock, all of which was ultimately exchanged for $2,000,000 of Brooklyn Rapid Transit stock. On May 9, 1900, the Sea View R. R. Co. was merged with this company and on May 24, 1900, this company was itself merged with the Brooklyn Union Elevated R. R. Co. The funded debt of the new company consists of first mortgage 4 p. c. 50 year bonds, authorized, $7,000,000, issued to retire underlying bonds, $5,000,000, held in treasury for future improvements, $2,000,000.

Capital Stock.—Common, $6,000,000, preferred 4 p. c. cumulative, $2,800,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $7,000 000; coupon, but may be registered; dated Aug. 1, 1899, due Aug. 1, 1949; denom. $1,000; int., payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

During the fiscal year ending June 30, 1899, the land necessary for the connection with the New York & Brooklyn Bridge was acquired and the connection was constructed and opened for business. The service across the bridge was begun Nov. 1, 1898. On Oct. 1, 1899, the properties of the new company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

Operation.—Year ending Dec. 31, / June 30,

	1896.	1897.	1898.	1899.
Receipts from operation	$732,154	$740,311	$632,169	$679,623
" " other sources	16,288	16,008	1,450	6,321
" total	748,442	756,319	633,617	685,944
Operating exp	524,162	628,432	565,563	616,916
Earnings from operation	224,280	127,887	65,054	69,028
Deductions from earnings.				
Interest	300,700	267,289	11,246	31,598
Taxes	54,783	53,046	7,329	25,877
Rentals	7,500	20,000	20,000	15,000
Other deductions	14,518	14,130	2,299	
Net deficit	153,221	226,578	*24,180	3,447
P.c. op. exp. to total receipts.	70.0	83.1	89.7	

*Surplus.

Balance Sheet.—Dated Dec. 31, / May 24

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip.	$14,779,709	$15,030,667	$15,279,655	$15,846,176
Cash assets	21,283	35,315	104,070	
Stocks and bonds of this and other cos	546,250	$ 546,250	17,000	
Leased equipment	48,550	48,550		
Supplies	19,680	18,796		
Other assets	375,193	488,199		
Receiver's account with K. C. E. Ry.			464,042	
Profit and loss (deficit)	1,146,923	1,113,360	1,383,231	18,551
Total	$16,937,588	$17,281,13	$17,247,998	$15,864,727

LIABILITIES.	1897.	1898.	1899.	1900.
Capital stock	$ 4,750,000	$ 4,750,000	$ 4,750.,000	$ 8,800,000
Funded debt	10,965,112	10,965,262	10,978,437	7,000,000
Open accounts	217,500	210,000	37,404	64,727
Bonds and mortgages	38,500	63,500		
Accrued int	462,980	499,525	460,222	
K. C. E. Ry. account with receivers			464,042	
Receivers certificates		400,000	500,000	
Int. Fulton Elevated Ry. bond guaranteed	28,320			
Equip'nt lease warrants	84,404	23,000		
Wages and supplies	290,772	64,237	57,893	
Other liabilities	100,000	305,613		
Total	$16,937,588	$17,281,137	$17,247,998	$15,864.727

Plant and Equipment.—See Brooklyn Heights R. R. Co.

Officers.—Same as Brooklyn Heights R. R. Co.

Directors.—August Belmont, A. N. Brady, Henry Seibert, Jno. G. Jenkins, T. F. Jackson, W. C. Bryant, S. L. Keeney, D. H. Valentine, J. D. Keiley, Jno. Englis, H. C. DuVal, C. L. Rossiter, T. S. Williams.

General Office, 168 Montague St.

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Sea Beach Railway Co.—This company is the successor, by purchase, to the New York and Sea Beach Ry. Co. The Brooklyn Rapid Transit Co. owns the entire capital stock and the Brooklyn Heights R. R. Co. operates the road under lease, at an annual rental equivalent to fixed charges, taxes and organization expenses. Annual meeting fourth Tuesday in March. The road is now operated by electricity.

Capital Stock, authorized and issued, $650,000.

Funded Debt.—Consolidated mortgage 4 p. c. bonds, outstanding, $650,000; dated Sept. 1, 1896, due 1916; demon. $1,000; int. payable Mar. and Sept., at office of the company. The principal and interest of these bonds have been assumed by the Brooklyn Rapid Transit Co., in consideration of the reduction of its interest from 5 p. c. to 4 p. c.

Operation.—Included in statement of the Brooklyn Heights R. R. Co. (which see).

Balance Sheet.—Dated Dec. 31, / June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$1,315,548	$1,334,053	$1,303,850	$1,306,173
Cash				2,245
Total	$1,315,548	$1,334,053	$1,303,850	$1,308,418
LIABILITIES.				
Capital stock	$ 650,000	$ 650,000	$ 650,000	$ 650,000
Funded debt	650,000	650,000	650,000	650,000
Accounts payable	15,548	34,053	3,850	8,418
Total	$1,315,548	$1,334,053	$1,303,850	$1,308,418

Plant and Equipment.—Miles of track (electric), 12.27.

Officers.—Pres. J. L Greatsinger, V. Pres. T. S. Williams, Sec. & Treas. C. D. Meneely.

Directors.—J. L. Greatsinger, Henry Seibert, S. L. Keeney, Jas. T. Nelson, W. C. Bryant, J. D. Keiley, J. G. Jenkins, D. H. Valentine T. S. Williams.

General Office.—168 Montague St.

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Sea View Railroad Co.—Chartered June 4, 1886. Annual meeting third Tuesday in Nov. The capital stock and all the bonds of this company were owned by the Brooklyn Rapid Transit Co. and have been cancelled. This company's lines were equipped with electricity in 1898, but were not in operation except for the last few weeks of the Coney Island season in 1898. This company acquired the property of the Brooklyn & Brighton Beach R. R. Co., sold under foreclosure in May, 1899. On July 1, 1899, the properties of this company were leased for one year to the Brooklyn Heights R. R. Co., the terms of the lease being the payment of the lessor's fixed charges and organization expenses.

On May 9, 1900, the Sea View R. R. was merged with the Kings County Elevated R. R., and is now a part of the Brooklyn Union Elevated R. R. system by its merger of the Kings Co. Elevated R. R. on May 24, 1900.

Date of information, Mar., 1902. z

For map of system, see inset between pages 40 and 41.

Coney Island & Brooklyn Railroad Co.—Chartered Dec. 10, 1860, under N. Y. General Railroad Laws of 1850, and special legislation. Annual meeting third Monday in Oct. The Prospect Park & Flatbush R. R. Co. was consolidated with this company on Apr. 1, 1891. On Sept. 1, 1897, the Franklin Avenue Division of the

Brooklyn City & Newtown R. R. Co. was leased to this company, and on Dec. 4, 1897, the entire system of the Brooklyn City & Newtown R. R. Co. was leased for 999 years. This company is now constructing an extension to North Beach under the franchises and title of the DeKalb Ave. & North Beach R. R. Co.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt, authorized and issued, $2,000,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $300,000; coupon, but may be registered; dated July 20, 1883, due 1903; denom. $1,000; int. payable Jan. and July at office of Mechanics Bank, Brooklyn; trustee of mortgage, Brooklyn Trust Co.

Certificate of indebtedness, $400,000; due July 1, 1903; denom. $1,000; int. 5 p. c., payable Jan. and July.

Consolidated mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,300,000; held in escrow, $700,000 see Note); dated July 1, 1898, due, 1948; denom. $1,000, int. payable Jan. and July at office of Mecantile Trust Co., Brooklyn, trustee of mortgage.

Note.—$700,000 are held to retire prior liens described above.

Operation.—Year ending Dec. 31. ——June 30,——

	1898.	1899.	1900.	1901.
Rects. operation	$1,063,100	$1,133,859	$1,333,052	$1,458,197
" other sources	84,915	84,933	60,680	13,071
" total	1,148,015	1,218,792	1,393,732	1,471,268
Operating expenses	637,735	694,373	823,282	840,192
Earnings from operation	510,280	524,419	570,450	631,076
Deduction from earnings.				
Interest on bonds	48,994	75,024	90,078	196,079
Taxes	38,832	12,549	41,929	74,425
Rentals	286,271	223,052	265,370	
Other deductions	12,451			
Net income	123,632	213,794	173,067	360,572
Dividends paid		189,190	199,800	239,900
To surplus account		24,604	*26,733	120,672
Total " "		80,747	45,426	145,920

Dividends, in 1893, 4 p. c. on $500,000, 3 p. c. on $1,000,000; in 1894, 1895, 1896 and 1897, 6 p. c.; in 1898, 9 p. c.; in 1899, 9½ p. c.; in 1900, 10 p. c.; in 1901, 12 p. c.

Balance Sheet.—Dated Dec. 31, ——June 30,——

ASSETS.	1898.	1899..	1900.	1901.
Cost of road and equip..	$2,551,444	$2,696,179	$3,044,715	$3,142,445
Supplies on hand	44,634	21,382	27,473	38,650
Open accounts	7,414	8,282	41,901	39,878
Cash on hand	39,216	53,587	75,549	126,937
Improvements on leased lines		139,773	172,192	162,556
Other permanent invest.	995,905	1,006,355	1,003,655	1,004,905
Accrued interest	31,497	11,521		
Prepaid insurance				13,940
Total	$3,669,810	$3,937,079	$4,365,485	$4,529,311
LIABILITIES.				
Capital stock	$1,987,000	$1,998,000	$1,998,000	$2,000,000
Funded debt	1,400,000	1,500,000	1,998,000	2,000,000
Loans and bills payable.			134,390	28,500
Int. on fu'd dbt. due and ac.	31,500	358,332	43,460	93,500
Dividends unpaid	29			
Due for wages and supp..	74,249			
Open accounts	73,139			69,734
Rentals due			146,210	146,210
Taxes due and accrued..				45,448
Profit and loss (surplus)..	103,893	80,747	45,425	145,920
Total	$3,669,810	$3,937,079	$4,365,485	$4,529,311

Plant and Equipment.—Miles of main line, 13.75, of second track, 12.38, of sidings, .25, total track measured as single track (electric), owned 26.38, leased 20.86, trackage rights 2.26—total, 49.5; gauge 4 ft. 8½ in.; 60 lb, and 90 lb. girder and T rail; 20 horses, 589 motor cars and 27 trail cars, 4 sweepers, 2 snow plows, 2 sprinklers; 5,350 H. P. Morrin boilers; 1 tandem Corliss and 13 Westinghouse, Church, Kerr Co. engines, West. dynamos and motors, Stephnson, Jones and Brill cars.

Officers.—Pres. John L. Heins, Sect & Treas. Duncan B. Cannon, Supt. D. W. Sullivan.

Directors.—John L. Heins, Louis Fitzgerald, Thomas Clark, Jr., Alfred Wagstaff, James H. Hyde, Duncan B. Cannon, Wm. N. Dykman, Geo. H. Prentiss, William H. McIntyre.

General Offices, 120 Broadway, New York; DeKalb and Franklin Avenues, Brooklyn.

References.—Description of road, Vol. VI, June, '90, p. 278 (ill.); Vol. VIII, May, '92, p. 274. Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Jan., 1902. z

Brooklyn City & Newtown Railroad Co.—Chartered May 22, 1860. Annual meeting, second Monday in Apr. This road was leased to the Coney Island & Brooklyn R. R. Co., on Dec. 4, 1897, and all of its capital stock acquired by that company on Dec. 27, 1900.

Capital Stock, authorized, $2,000,000, issued $1,923,400; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1939; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

Mortgages on real estate, $191,606.

Operation.—See Coney Island & Brooklyn R. R. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.
Cost of road and equipment	$3,304,799	$3,304,799
Other permanent investments	933,975	933,975
Cash and current assets	87,016	200,177
Total	$4,325,790	$4,438,951
LIABILITIES.		
Capital stock	$1,923,400	$1,923,400
Funded debt	2,000,000	2,000,000
Current liabilities	235,979	251,106
Profit and loss (surplus)	148,411	264,445
Total	$4,325,790	$4,438,951

Plant and Equipment.—Miles of Track, (electric) 20.85; 209 motor and 92 trail cars.

Officers.—Pres. John L. Heins, Sec. and Treas. Duncan B. Cannon,

References.—Description of road, Vol. VIII, May, '92, p. 273 (ill.); description of power plant, Vol. IX. Feb., '93, p. 82 (ill.). Consolidation, Vol. XIII, Sept., '97, p. 573.

Date of information, Jan., 1902. z

Van Brunt Street & Erie Basin Railroad Co.—Chartered Feb. 15, 1861, under N. Y. General Railroad Act of 1850. Annual meeting, Feb. 16. Began operation as an overhead electric trolley road June 1, 1898.

Capital Stock, authorized and issued, $200,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized $75,000, issued, $65,000; dated Oct. 1, 1898, due 1948; int. payable Apr. and Oct.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$31,390	$32,101	$45,450	$50,251	$48,258
Operating expenses	27,512	26,296	27,187	27,687	28,294
Earnings from operation	3,878	5,805	18,263	22,564	19,964
Deduc. from earnings.					
Interest on bonds	1,500	1,500	3,493	3,400	3,250
Int. on bond and mortg.	150	150			150
Taxes	1,124	1,162	329	1,296	2,432
Net income	1,104	2,993	14,291	17,868	14,132
Dividends paid	1,000				8,000
Other deductions		†9,239	†17,402		
To surplus account	104	*6,246	*3,111	17,868	6,132
Per cent. op. exp. to total receipts	87.6	81.9	60.0	55.1	58.5

* Deficit. † In 1898 depreciation in horses and supplies, in 1899 depreciation in old cars, etc., owing to electric installation.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 6,652
Transportation expenses	20,069
Maintenance of way and buildings	58
" " equipment	1,515
Total	$28,294

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Revenue passengers carried	1,484,223
Transfer " "	114,240
Car miles run	222,821
Total receipts per car mile	$.217
Operating expenses per car mile	.127

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$179,162	$223,870	$224,316	$224,462	$252,429
" equipment	26,664	27,840	21,225	26,115	
Cash	959	2,091	13,596	26,096	31,683
Open accounts	20,642				
Supplies	450				
Profit and loss (deficit)	187	6,246	9,358		
Total	$228,064	$260,047	$268,495	$276,573	$284,112

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$200,000	$200,000	$200,000	$200,000	$200,000
Funded debt	25,000	25,000	65,000	$65,000	65,000
Dividends unpaid	64	64	64	63	77
Mortgage	3,000	3,000	3,000	3,000	3,000
Loans		25,000			
Accounts payable		6,983	431		1,393
Profit and loss (surplus)				8,510	14,642
Total	$228,064	$260,047	$268,495	$276,573	$284,112

Plant and Equipment.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. to 94 lb. center bearing rail; 15 motor cars, (8 open and 7 closed); L. & F. and Stephenson cars.

Officers.—Pres. J. F. Murphy, Sec. Treas. & Pur. Agt. Wyllys Terry, Supt. T. J. Cruise.

Directors.—J. F. Murphy, Wyllys Terry, Joseph White Michael, J. Coffey, David W. Burns, Thos. J. Cunningham, John F. Murphy, William Everitt, D. W. Sullivan.

General Office, 264 Van Brunt St., Brooklyn.

Date of information, Mar., 1902. z

New York & North Shore Railroad Co.—This company commenced operation Nov. 1, 1899, it being a consolidation, in Oct., 1899, of the Long Island Electric Ry. Co., which was chartered Mar. 5, 1894, and the New York & North Shore Ry. Co., which was chartered Mar. 13, 1897. This company is controlled by the same interests as the New York & Queens County Ry. Co. It is proposed to extend the road to Willets Point and Manhasset.

Capital Stock, authorized, $2,100,000, issued, $1,051,000; par value, $100 per share.

Funded Debt.—Long Island Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $600,000; coupon, but may be registered; dated June 1, 1895, due 1925; denom, $1,000; int. payable at office of Hamilton Trust Co , of Brooklyn, N. Y., trustee of mortgage.

New York & North Shore Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $1,500,000, issued, $131,000; dated Dec. 1, 1897, due, 1927; denom. $1,000; int. payable at office of New York Security & Trust Co., of New York City, trustee of mortgage. Interest commences as of Dec. 1, 1900.

Operation.—	8 mos. ending June 30, 1900.	Year ending June 30, 1901
Receipts from passengers	$54,949	$117,005
" " other sources	75	477
" total	55,024	117,482
Operating expenses	50,470	81,907
Earnings from operation	4,554	35,575
Deductions from earnings.		
Interest on bonds	17,500	30,000
" " floating debt		100
Taxes	4,000	4,191
Surplus	*16,964	1,284

*Deficit

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$13,661
Transportation expenses	47,496
Maintenance of way and structures	6,975
" " equipment	13,774
Total	$81,907

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	
Passengers carried	1,392,418
Car miles run	856,407
Total receipts per car mile	$.137
Operating expenses per car mile	.095

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road and equipment	$2,113,453	$2,160,911
Cash	5,506	3,047
Open accounts	16,944	26,867
Materials and supplies	5,255	798
Profit and loss (deficit)	16,946	21,740
Total	$2,158,104	$2,213,364
LIABILITIES.		
Capital stock	$1,051,000	$1,051,000
Funded debt	731,000	731,000
Bills and accts. payable	368,441	386,275
Accrued interest		17,500
" taxes		6,535
" accident and legal expenses		19,764
Other liabilities	7,663	1,289
Total	$2,158,104	$2,213,364

Plant and Equipment.—Miles of track (electric), about 35, with the New York & Queens County Ry., 66.62.

Officers.—Pres. Charles A. Porter, V. Pres. J. R. Beetem, Gen. Man. W. F. Hogan, Sec. & Treas. A. G. Maize.

Directors.—Wm. H. Shelmerdine, Chas. A. Porter, E. J. Mathews, Phila., Pa.; Wm. F. Hogan, Brooklyn, N. Y.; Jacob R. Beetem, Flushing, N. Y.; R. T. McCabe, New York City; Wm. E. Stewart, Long Island City; C. D. Simpson, Scranton, Pa.; M. G. Prenderille, Jamaica, N. Y.

General Office, 7 and 9 Borden Ave., Long Island City, N. Y.

Date of information, Mar., 1902. z

The Long Island Electric Railway Co.—Chartered March 5, 1894. Annual meeting second Monday in Mar. Construction of road began in 1895, and was completed late in 1897. In Oct., 1899, this company was consolidated with the New York & North Shore Ry. Co. forming the New York & North Shore R. R. Co.

Capital Stock, authorized and issued, $600,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $600,000; dated June 1, 1895, due 1925; int. payable June and Dec.; trustee of mortgage, Hamilton Trust Co.

Operation.—Report since consolidation included in report of the New York & North Shore Ry. Co.

	Year end'g June 30, 1899.	4 mos to Oct, 31, 1899.
Gross receipts	$86,989	$39,111
Operating expenses	73,602	38,578
Earnings from operation	13,387	533
Deductions from earnings.		
Interest	36,719	13,439
Taxes	3,878	7,544
Net income	*27,209	*20,450
Tolal deficit	38,625	*59,155

*Deficit.

OPERATING EXPENSES.

Year ending	June 30, 1899.	Oct 31, 1899.
General expenses	$20,956	$14,818
Transportation expenses	42,049	16,059
Maintenance of road and buildings	2,755	2,273
" equipment	7,842	5,428
Total	$73,602	$38,578

STATISTICS OF TRAFFIC.

Year ending	June 30, 1899.	Oct. 31, 1899.
Passengers carried, inc. transfers	826,896	763,497
Car miles run	642,506	206,990
Total receipts per car mile	$.135	.188
Operating expenses per car mile	.114	.186

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	Oct. 31, 1899.
Cost of road and equip	$1,263,415	$1,361,004	$1,361,315
Cash	1,536	2,840	
Material and supplies	349		
Bills and accts. receivable	1,680	1,096	
Profit and losss (deficit)	11,415	38,625	59,155
Total	$1,278,395	$1,402,565	$1,420,470
LIABILITIES.			
Capital stock	$ 600,000	$ 600,000	$ 600,000
Funded debt	600,000	600,000	600,000
Interest and taxes	9,750	6,900	13,601
Bills and acc. payable	48,645	12,748	101,126
Loans	20,000	77,299	
Due forconstruction		105,618	105,743
Total	$1,278,395	$1,402,565	$1,420,470

Plant and Equipment.—Miles of track (electric), 24.8; gauge, 4 ft. 8½ in.; 70 lb. rail; 28 motor cars.

Officers.—Pres. A. R. Hart (320 Pearl St., New York City), V. Pres. Charles A. Porter, Sec. J. C. Von Arx, Treas. Wm. L. Wood, Supt. B. C. Smith, Ch. Engr. W. F. Hogan.

Directors.—A. R. Hart, F. M. Harris, J. C. Von Arx, Joseph Hogan, William L. Wood, Charles A. Porter, Charles A. Porter, Jr. H. A. Van Allen, W. F. Hogan.

General Office, 9 Borden Ave., Long Island City, N. Y.

Date of information, Mar., 1902. z

BROWNSTOWN, IND.

Population in 1880, 849, in 1890, 1,422, in 1900,

Brownstown & Ewing Street Railway Co.

CAPITAL STOCK, authorized, $5,000, issued, $3,500.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 5 ft, 2½ in.; 40 lb. T rail; 10 horses, 2 cars.

OFFICERS.—Pres. & Supt. F. Falk, V. Pres. & Sec. W. L. Boyatt. Treas. G. H. Heins.

Date of information, Nov., 1900. d

BUFFALO, N. Y., NIAGARA FALLS AND VICINITY.

Population of Buffalo, in 1880, 155,134, in 1890, 255,664, in 1900, 352,387. Population of entire territory traversed by railways of International Traction Co. in 1902, about 500,000.

International Traction Co.—This company was incorporated in Mar., 1899, under the laws of the State of New Jersey, for the purpose of effecting the consolidation of all the street railway systems operated in Buffalo and the territory north of Buffalo, embracing the cities of Niagara Falls, Lockport, the Tonawandas, Niagara Falls, Ont., and vicinities.

The following is a list of the constituent companies, with their capital stock and bonds outstanding, and the amount of each held by this company, in Jan., 1902:

	Existing bonds.	Existing stock.	† Stock held by I. T. Co.
Buffalo Railway Co.	$6,149,500	$5,370,500	$5,370,500
Crosstown Street Ry. Co. of Buffalo	2,624,000	2,860,000	See note A.
The Buffalo Traction Co.	673,000	600,000	" "
The Buffalo, Bellevue & Lancaster Ry. Co.	215,000	60,000	" "
Buffalo & Niagara Falls Elec. Ry.	925,000	1,250,000	1,250,000
Buffalo & Lockport Ry.	500,000	1,000,000	1,000,000
Lockport & Olcott Ry.	800,000	200,000	200,000
Elmwood Ave. & Tonawanda Elec. Ry. Co.		14,125	See note A.
Buffalo, Tonawanda & Niagara Falls Elec. R. R. Co.		1,500,000	1,500,000
Niagara Falls & Suspension Bridge Ry. Co.	518,000	600,000	600,000
Niagara Falls, Whirlpool & Northern Ry.	22,500	50,000	See note A.
The Niagara Falls, Park & River Ry. Co.	600,000	600,000	600,000
Niagara Falls Sus. Bridge Co. Clifton Sus. Bridge Co.	300,000	400,000	400,000
Lewiston Connect'g Bridge Co. Queenstown Heights Bdge. Co.	125,000	400,000	400,000

NOTE A.—The Buffalo Ry. Co. owns the entire capital stock of the Buffalo, Bellevue & Lancaster Ry. Co., the Buffalo Traction Co., and the Crosstown Street Ry. Co., of Buffalo. The Buffalo & Lockport Ry. Co. owns the franchises and other property of the Elmwood Ave. and Tonawanda Electric Ry. Co. The Niagara Falls & Suspension Bridge Ry. Co. owns the entire capital stock of the Niagara Falls Whirlpool & Northern Ry.

Capital Stock.—$15,000,000, of which $10,000,000 is common, and $5,000,000 4 p. c. preferred cumulative.

Funded Debt.—Collateral trust indenture 4 p. c. gold bonds, authorized, $30,000,000, issued, $14,715,000, held for redemption of prior liens of the owned and controlled companies, $12,285,000, held for future betterments and extensions, $3,000,000; dated July 1, 1899, due July 1, 1949; denom. $1,000; coupon, but may be registered; subject to call at 110; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Officers.—Pres. B. W. Franklin, Sec. Charles MacVeagh, Treas. R. F. Rankine.

Directors.—B. W. Franklin, Charles MacVeagh, William H. Blaine, Laselle J. Hayden.

General Office, care of Corporation Trust Co., 15 Exchange Place, Jersey City, N. J.

Date of information, Mar., 1902. z

For map of system, see inset between pages 48 and 49.

International Railway Co. and Allied Companies owned and controlled by International Traction Co.—Annual meeting last Tuesday in June. The International Ry. Co. was incorporated Feb. 19, 1902, under the provisions of the Railroad Law of the State of New York, by the filing of agreements of consolidation between.

Buffalo Ry. Co.,
Buffalo & Niagara Falls Electric Ry.,
Buffalo & Lockport Ry.,
Lockport & Olcott Ry.,
Buffalo, Tonawanda & Niagara Falls Electric R. R. Co.,
The Niagara Falls & Suspension Bridge Ry. Co.,
Niagara Falls Suspension Bridge Co.

On January 27, 1902, the Buffalo Traction Co. and the Buffalo, Bellevue & Lancaster Ry. Co. were merged into the Buffalo Ry. Co.; the Elmwood Avenue & Tonawanda Electric Ry. Co. was merged into the Buffalo & Lockport Ry., and the Niagara Falls Whirlpool & Northern Ry. was merged into the Niagara Falls & Suspension Bridge Ry. Co., so that the present operating companies, all of whose stocks are owned by the International Traction Co., are as follows:

	Existing bonds.	Existing stock.
International Ry. Co.	$10,103,000	B $10,120,500
Crosstown Street Ry. Co. of Buffalo	2,624,000	A 2,860,000
The Niagara Falls, Park & River Ry. Co. (Canadian line)	600,000	B 600,000
Lewiston Connecting and Queenstown Heights Bridge Cos.	125,000	B 400,000
Clifton Suspension Bridge Co.		B 200,000
Total	$13,452,000	$14,180,500

Note "A."—The International Ry. Co. owns the entire capital stock of the Crosstown Street Ry. Co. of Buffalo.

Note "B."—The stocks marked "B", excluding a few shares held in order to qualify directors, and $60,000 bonds of Tonawanda Street Ry., and $4,466,641.54 of certificates of indebtedness, representing the loans made to the operating companies above mentioned for improvements and betterments, are pledged as security for the collateral trust bonds of the International Traction Co. dated July 1, 1899 (see Funded Debt, International Traction Co., above).

Capital Stock, $10,120,500; par value, $100 per share.

Funded Debt.—INTERNATIONAL RY. CO.—Total authorized, $16,203,000; total issued, $10,103,000.

1. Buffalo Ry. Co. consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $3,756,000, in escrow (see Note), $1,244,000; coupon, but may be registered; dated Feb. 1, 1891, due 1931; denom. $1,000; int. payable Feb. and Aug., at office of the company in Buffalo, and at office of fiscal agents in Philadelphia and New York; trustee of mortgage, Mercantile Trust Co., of New York.

2. Buffalo Ry. Co. 6 p. c. debenture bonds, authorized and issued, $1,000,000; dated April 1, 1897, due 1917, redeemable at 105 after April 1, 1902, and ½ p. c. less each year thereafter until par is reached; int. payable Apr. and Oct., at company's office in Buffalo, and office of Cuyler, Morgan & Co., of New York; trustee of mortgage, Metropolitan Trust Co., of New York.

3. Buffalo Street R. R. Co.'s second mortgage 6 p. c. and 7 p. c. bonds, authorized and issued, $650,000; dated July 1, 1875, due 1905; int. payable Jan. and July, at National Bank of Commerce of New York (see Note).

4. Buffalo East Side Street Ry. Co.'s first mortgage 7 p. c. bonds. authorized and issued, $300,000; dated June 1, 1874, due 1904; int, payable June and Dec., at company's office in Buffalo (see Note).

5. Buffalo East Side Street Ry. Co.'s second mortgage 6 p. c. bonds, authorized, $300,000, issued, $293,500: dated Sept. 1, 1882, due 1912; int. payable Mar. and Sept., at company's office in Buffalo (see Note).

6. Real estate mortgage, $150,000; 10 years at 5 p. c.; dated June 20, 1894.

Note.—The unissued Consolidated Mortgage bonds ($1,244,000) are reserved in hands of trustee to retire prior liens on properties of constituent companies, Buffalo Railway Company, above described. (3-4-5).

7. Buffalo Traction Company first mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued $673,000; dated Dec. 1, 1898, due 1948; int. payable June and Dec., at office of Metropolitan Trust Co., New York, trustee of mortgage.

8. The Buffalo, Bellevue & Lancaster Railway Co., first mortgage 5 p. c. bonds, authorized and issued, $215,000; dated June 1, 1897, due 1927; int. payable June and Dec.

9. Buffalo & Niagara Falls Electric Railway, first mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated Jan. 15, 1895, due 1935; coupon, but may be registered; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co. of New York, trustee of mortgage.

10. Buffalo & Niagara Falls Electric Railway, second mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $175,000; coupon, but may be registered; dated July 1, 1896, due 1921; denom. $1,000; int. payable Jan. and July, at office of Colonial Trust Co. of New York, trustee of mortgage.

11. Buffalo & Lockport Railway, first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; denom. $1,000; dated July 1, 1898, due July 1, 1938; int. payable Jan. and July, at office of Colonial Trust Co. of New York, trustee of mortgage.

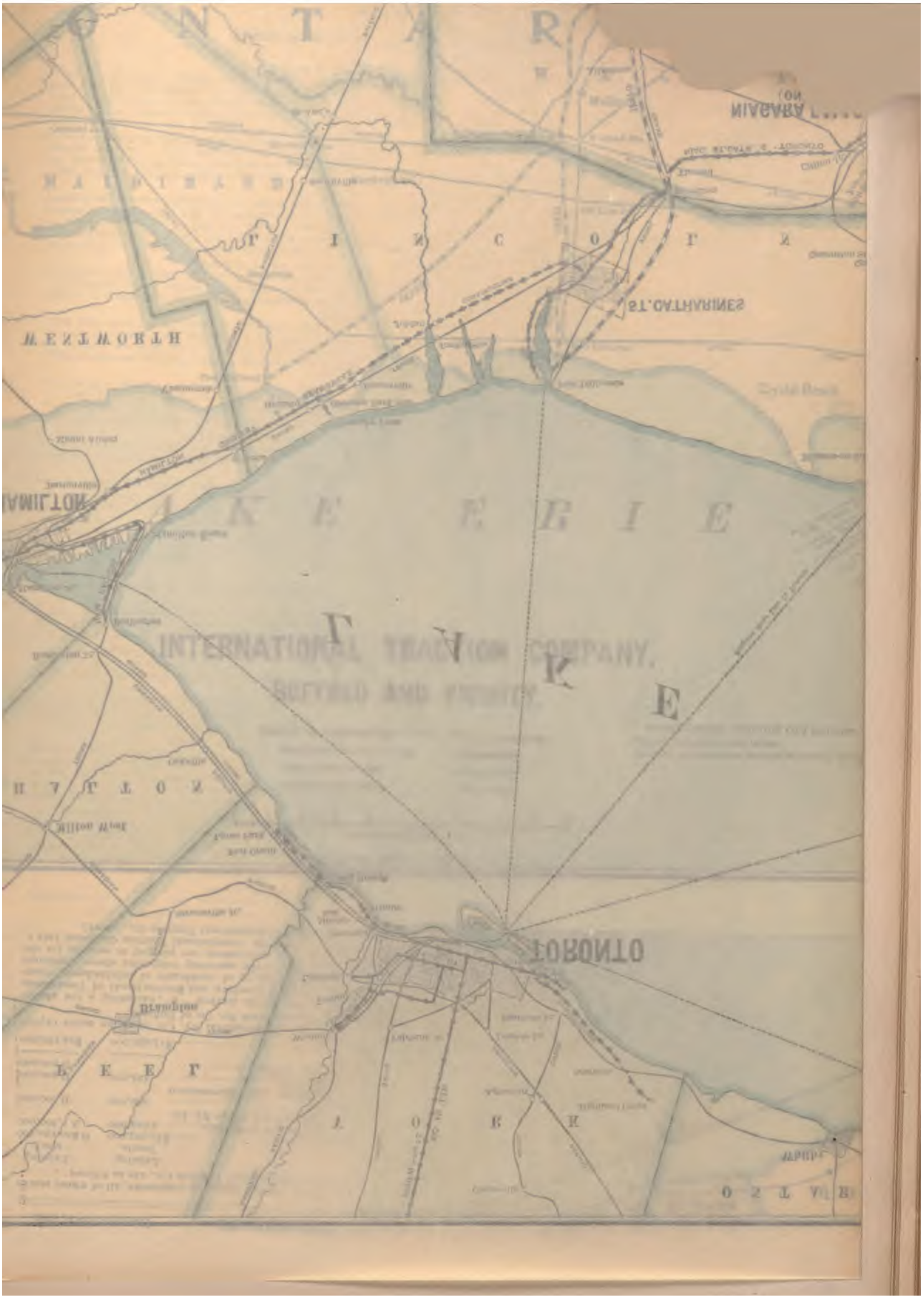
12. Lockport & Olcott Railway, first mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $800,000; dated July 1, 1900, due July 1, 1920; denom. $1,000; coupon, but may be registered; cannot be called before maturity; int. payable Jan. and July, at office of Morton Trust Co. of New York, trustee of mortgage; principal and interest guaranteed by I. T. Co.

13 Niagara Falls & Suspension Bridge Railway Co., first mortgage 6 p. c. gold bonds, authorized and issued, $518,000; coupon, but may be registered; dated July 1, 1893, due July 1, 1903; int. payable Jan. and July, at office of Third National Bank, Buffalo; trustee of mortgage, Fidelity Trust Co. of Buffalo.

14. Niagara Falls Whirlpool & Northern Railway, first mortgage 5 p. c. bonds, authorized, $30,000, issued, $22,500; dated July 24, 1894, due July 1, 1903; denom. $100,000; int. payable Jan. and July after July, 1896, at Third National Bank, Buffalo; trustee of mortgage, Fidelity Trust Co. of Buffalo.

Please note date of information at end of each report.

P E E L
CANADIAN
PACIFIC
TRUNK
GRAND
Brampton
Weston
Toronto
Lambton
Swan


ONTARIO
LAKE ERIE
NIAGARA
ST. CATHARINES
TORONTO
HAMILTON
BRANTFORD
GALT
BERLIN
WOODSTOCK
INTERNATIONAL TRANSIT COMPANY.
BUFFALO AND TORONTO.

15. Niagara Falls Suspension Bridge Co., first mortgage 5 p. c. bonds, authorized and issued, $300,000; dated Nov. 1. 1897, due Jan. 1, 1928; int. due Jan. and July, payable at office of American Exchange National Bank of New York; trustee of mortgage, Toronto General Trust Co. of Toronto.

Franchises.—The Company's franchises are practically perpetual, having still about 960 years to run.

Operation.—The following tables are the combined operating statements of all companies owned and controlled by International Traction Co.

Fiscal year ending June 30.	1899.	1900.	1901.
Gross receipts	$2,333,316	$2,545,739	$3,092,016
Operating expenses	1,354,912	1,348,727	1,587,407
Earnings from operation	978,403	1,197,012	1,504,909
Miscellaneous earnings	85,440	75,636	110,186
Total earnings	1,063,843	1,272,648	1,614,795
Fixed charges	871,795	901,336	1,030,434
Surplus	$ 192,048	$ 371,311	$ 584,360
Per cent op. exp. to gross receipts.	57 p. c.	52 p. c.	51 p. c.
Six months ending Dec. 31.			
Gross receipts	$1,324,142	$1,476,058	$2,922,642
Operating expenses	665,075	730,789	1,378,705
Earnings from operation	659,067	745,268	1,543,936
Miscellaneous earnings	47,597	47,789	109,512
Total earnings	706 665	793,057	1,653,448
Fixed charges	450,091	488,044	596,835
Surplus	$ 256,573	$ 305,012	$1,056,614
Per cent op. exp. to gross receipts.	50 p. c.	50 p. c.	40.3 p. c.

Crosstown Street Railway Co. of Buffalo.—(Operated by International Railway Co.) Chartered, Feb. 1, 1890; annual meeting, third Tuesday in Nov.

Capital Stock, authorized, $3,000,000, issued, $2,860,000; all in treasury of International Railway Co.

Funded Debt.—Crosstown Street Railway Co. of Buffalo first mortgage 5 p. c. bonds, authorized, $3,000,000, issued, $2,974,000; coupon, but may be registered; dated May 1, 1890, due 1930; denom. $1,000; int. payable May and Nov., at office of Metropolitan Trust Co. of New York, trustee of mortgage.

The Niagara Falls Park & River Railway Co.—This line traverses Queen Victoria Park, and extends from Chippewa to Queenston, along the high bank of the Niagara Gorge, making connections with the upper and lower bridges and what is properly known as the belt line trip running upon both the Canadian and American sides of the river, between Niagara Falls, N. Y., and Lewiston, N. Y., and Queenston, Ont., and Clifton, Ont.

Capital Stock, authorized, $1,000,000, issued, 600,000; all owned by the International Traction Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $600,000; dated Oct. 10, 1893, due Jan. 2, 1914; int. payable Jan. and July, at Imperial Bank of Canada, Toronto, trustees of mortgage, D. R. Wilkie and B. B. Osler of Toronto.

Lewiston Connecting Bridge Co. (American) **and Queenston Heights Bridge Co.** (Canadian).—This company owns and operates the Suspension Bridge over the Niagara River, between Lewiston, N. Y., and Queenston, Ont. The entire capital stock of the Company is owned by the International Traction Co.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $125,000.

Clifton Suspension Bridge Co.—This company is a Canadian company and does not operate. The Bridge is operated by the Niagara Falls Suspension Bridge Co. under contract between the two companies. The entire capital stock of this company is owned by the International Traction Co.

Capital Stock, $200,000.

Funded Debt.—Joint mortgage with Niagara Falls Suspension Bridge Co., which last company has been consolidated into the International Railway Co., and whose mortgage indebtedness is included in the above statement of existing bonds and stock of the International Railway Co.

Plant and Equipment of all the above operating companies. Miles of track (electric) owned, 303.712, leased under 999 years' lease, 22.462, total operated, 326.18; gauge, 4 ft. 8½ in.; 1,022, cars, of which 819 are motor cars, 201 trail and service cars, and 2 elec. locomotives for hauling freight on B. & L. Ry. and L. and O. Ry. divisions; power supplied by Niagara Falls Power Co.; storage battery, 6,000 amp.

Officers of all the above Operating Companies.—Pres. W. Caryl Ely, V. Pres. Daniel S. Lamont, Sec. & Treas. R. F. Rankin, Gen. Man. T. E. Mitten, Audr. H. M. Pease.

Directors.—T. DeWitt Cuyler, Philadelphia, Pa.; Daniel S. Lamont, Francis Lynde Stetson, William B. Rankine, Charles Steele, Daniel O'Day, J. P. Ord, New York City; W. Caryl Ely, Burt Van Horn, Henry M. Watson, Robert L. Fryer, Elliott C. McDougal, Henry J. Pierce, Buffalo, N. Y.

General Offices, 178-180 Main St., Buffalo, N. Y.

References.—BUFFALO RAILWAY CO.—Description of road, Vol. VII, Feb., '91, p. 68 (ill.); Vol. VII, Aug., '91, p. 391 (ill.); (brief), Vol. X, Aug., '94, p. 515; Vol. XI, Mar., '95, p, 139, (ill.); annual report, Vol. X, June, '94, p. 410; Vol. XI, Mar., '95, p. 179; description of road (brief), Vol. XII, Oct., '96, p. 606; Niagara power, Vol. XII, Dec., '96, p. 772 (ill.); high voltage transmission line, Vol. XII, Aug. '96, p. 488 (ill.); description of road, Souv., Oct., '97, p. 588 (ill.); description of storage battery plant, Vol. XIV, July, '98, p. 383 (ill.); Niagara Falls power, Vol. XVI, Feb. 3, '00, p. 103 (ill. & map); power plant tests, Vol. XVI., July 21, '00, p. 676 (tables). CROSSTOWN ST. RY. CO.—Increase of stock, Vol IX, Feb., '93, p. 128. BUFFALO TRACTION CO.—description of road, Souv., Oct. '97, p. 590. BUFFALO & NIAGARA FALLS ELECTRIC RY.—Description of road, Vol. XI, Oct., '95, p. 624 (ill.); description of road, Souv., Oct., '97, p. 594 (ill.). BUFFALO, BELLEVUE & LANCASTER RY. CO.—Description of road, Vol. XIII, Souv., Oct., '94, p. 591 (ill.). NIAGARA FALLS AND SUSPENSION BRIDGE RY. CO.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road (brief), Vol. XI, Oct. '95, p. 629 (ill.); description of road, Souv., Oct., '97, p. 592 (ill.). NIAGARA FALLS, PARK & RIVER RY. CO.—Description of road, Vol. IX, Sept '93, p. 586; description of road, Vol. XI, Souv., '95, p. 41 (ill.); description of road, Oct., '97, p. 596 (ill.). BUFFALO, TONAWANDA & NIAGARA FALLS ELECTRIC R. R. CO.—Description of road, Souv., Oct. '97, p. 591 (ill.).

Date of information, Mar., 1902. z

For map of system see inset between pages 48 and 49.

Buffalo, Hamburg & Aurora Electric Railway Co.—Chartered March 15, 1898, for 999 years, to build an electric railway from Buffalo to Hamburg, Orchard Park and Aurora. Annual meeting third Tuesday in January. Operation of part of the road was commenced July, 1900. Entire line was in operation early in 1901. This road has been placed in the hands of a receiver.

Capital Stock, authorized, $400,000, issued, $54,800; held in treasury, $345,200.

Funded Debt.—First mortgage gold bonds, authorized, $400,000, issued, $300,000; held in treasury, $100,000; dated July, 1898, due July, 1922; denom. $100, $500 and $1,000; int. payable at the office of Buffalo Loan & Safe Deposit Trust Co. of Buffalo, N. Y., trustee of mortgage.

Cost of road to Jan. 1, 1901, $227,000.

Plant and Equipment —Miles of track (electric), 21.33; gauge, 4 ft. 8½ in.; 60 lb. and 67 lb. T and girder rail; 12 cars, of which 6 are motor cars and 6 trail cars; 1,050 H. P. station plant; 2-300 K. W. dynamos.

Officers.—Recr. G. W. Houck, Worcester, Mass.; Pres. Albert Culver, V. Pres. Albert B. Stearns, Sec. & Supt. U. L. Upson, Treas. Warren Hunt, Gen. Man. Thomas E. Clary.

Directors.—A. J. Benzing, U. L. Upson. Albert Culver. Warren Hunt, Albert E. Stearns, Thomas E. Clary, A. H. Brainard, F. H. Bates, Geo. W Houck.

General Office, 2430 Seneca St., Buffalo, N. Y.

Date of information, Dec., 1901. d

Buffalo & Depew Railway Co.—Chartered Oct. 14, 1897. Annual meeting first Monday in Sept. This company is owned and controlled by the Railways Company General of Philadelphia.

Capital Stock, authorized, $350,000, paid in, $12,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $350,000; dated July 1, 1900, due 1930; demon, $1,000 int. payable at the office of Germantown Real Estate & Trust Co., of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 14.50; gauge, 4 ft. 8½ in.; 60 lb. rail; 5 motor cars.

Officers.—Pres. Evans R. Dick, V. Pres. Gerald Holsman, Sec. & Treas. John J. Collier, Gen. Supt. D. A. Hegarty.

Directors.—Evans R. Dick, Ogden Hoffman, D. A. Hegarty, Samuel Welsh, Edw. B. Smith, Philadelphia, Pa.; Geo. A. Ricker, H. P. Bissell, H. A. Foster, Buffalo, N. Y.

General Office, North American Bldg., Philadelphia, Pa.

Date of information, Dec., 1901. b

BURLINGTON, IA.

Population in 1880, 19,450, in 1890, 22,565, in 1900, 24,194.

Burlington Railway & Light Co.—This is a consolidation, in 1897, of the Burlington Electric Ry. Co., the Burlington Gas & Fuel Co. and the Burlington Electric Light Co. In May 1899, the capital stock of the Burlington Gas Light Co. was purchased for $200,000.

CAPITAL STOCK, authorized, $1,250,000, outstanding, $1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $750,000, issued, $625,000; coupon, but may be registered; dated Oct. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at American Loan & Trust Co., of Boston, trustee of mortgage.

NOTE.—This mortgage covers the railway, electric light and gas plants. $125,000 of the bonds are reserved for extensions to gas plant. Bonds may be redeemed after 5 years at 105.

PLANT AND EQUIPMENT.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 22 cars, of which 15 are motor cars and 7 trail cars; West. engines, dynamos and motors, Stephenson cars.

OFFICERS.—Pres. G. H. Higbee, V. Pres. E. C. Walsh, Clinton, Ia., Sec. C. H. Walsh, Treas. J. T. Remey.

DIRECTORS.—J. J. Ranson, M. A. Walsh, J. W. Walsh, G. H. Higbee, E. C. Walsh, C. H. Walsh, J. T. Remey.

GENERAL OFFICE, Burlington, Ia.

REFERENCES.—Description of road, Vol. VII, Oct., '91, p. 552 (ill.); notes from the field, Vol. XVI, June 2, '00, p. 536.

Date of information, Feb., 1901. x

BURLINGTON, N. J.

Burlington & Mount Holly Traction Railroad Co.—This company operates over track belonging to the Camden & Burlington County R. R. (a steam road), but has not been running since Oct., 1901, owing to detruction of power plant by fire.

CAPITAL STOCK, $25,000.

OPERATION.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers	$14,035	$13,495	$14,523	$12,659
" other sources	696	776	935	1,062
" total	14,731	14,271	15,458	13,721
Operating expenses	21,624	21,535	22,964	22,780
Deficit from operation	6,893	7,264	7,506	9,059

PLANT AND EQUIPMENT.—Miles of track (electric), 7.15.

OFFICERS.—Treas. F. W. Schwarz.

GENERAL OFFICE, 22 Federal St., Camden, N. J.

Date of information, Jan., 1902. b

BURLINGTON, VT.

Population in 1880, 11,365, in 1890, 14,590, in 1900, 18,600.

Burlington Traction Co.—Chartered in 1896, as the successor to the Winooski & Burlington Horse R. R. Co. Annual meeting in July.

CAPITAL STOCK, authorized and issued, $200,000, par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p c. gold bonds, authorized, $150,000, issued, $125,000; dated Jan. 1, 1894, due 1924; denom. $500 and $1,000; int. payable Jan. and July, at office of Burlington Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Total receipts	$49,369	$51,949	$57,435	$57,963
Operating expenses inc. taxes	33,829	35,168	40,485	*26,007
Earnings from operation	15,540	16,781	17,000	31,956
Deductions from earnings.				
Interest	7,500	7,500	7,500	7,500
Taxes				1,030
Net income	8,040	9,281	9,500	23,426
Dividends		7,750	8,000	8,000
To surplus account		1,631	1,500	15,426

In 1901, $9,000 was expended for new construction.
*Excluding taxes.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 50 lb. T rail; 18 motor cars; Gen. Elec. dynamos and motors, Gilbert and Jones cars.

OFFICERS.—Pres. Elias Lyman, V. Pres. John J. Flynn, Sec. B. H. Eagan, Treas. & Gen. Man. W. F. Hendee, Supt. & Pur. Agt. T. B. Jones, Elecn. Richard Whalen.

DIRECTORS.—Elias Lyman, W. F. Hendee, C. W. Brownell, A. E. Richardson, A. O. Humphrey, John J. Flynn, L. H. Turk.

GENERAL OFFICE, Cor. Church and Main Sts., Burlington, Vt.

Date of information, Jan., 1902. z

Military Post Street Railway Co.

CAPITAL STOCK, $85,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. & Man. W. F. Hendee, V. Pres. A. O. Humphrey, Sec. C. W. Brownell, Treas. J. J. Flynn, Supt. & Pur. Agt. T. B. Jones, Elecn. & Ch. Engr. of Power Station Richard Whalen.

GENERAL OFFICE, Cor. Church and Main Sts., Burlington, Vt.

Date of information, Jan., 1902. z

Burlington, Hinesburgh & Suburban Street Railroad Co.—Chartered in 1890 in perpetuity. This road is now under construction.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. registered gold bonds, authorized, $400,000, issued, $250,000; dated July 1896, due 1926; denom. $500; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars; 2-200 K. W. Gen. Elec. generators.

OFFICERS.—Pres. & Sec. H. D. Clark, V. Pres. Gen. Man. & Pur. Agt. Robert Avery, Treas. C. W. Brownell.

GENERAL OFFICE, 174 Main St., Burlington, Vt.

Date of information Jan., 1902. z

BUTLER, PA.

Population, in 1901, 12,000.

Butler Passenger Railway Co.

CAPITAL STOCK, $50,000.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$14,048
" " other sources	463
" total	14,511
Operating expenses	11,287
Gross earnings	3,224
Deductions from earnings.	
Interest on funded debt	672
Taxes	175
Net income	2,377

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$73,993	Capital stock	$50,000
Cost of equipment	17,218	Loans	26,000
		Accts payable	10,393
		Sundries	2,441
		Profit	2,377
Total	$91,211	Total	$91,211

PLANT AND EQUIPMENT.—Miles of track (electric), 8; guage 5 ft. 2½ in.; 60 lb. T. and 66 lb. girder rail, 4 motor cars, 150 K. W. West. generator, 8 motors, 35 H. P. each, 300 H. P. station plant; Fitchburg engines; West. dynamos and motors; Brill cars and trucks.

OFFICERS.—Pres. A. L. Reiber, Sec. A. E. Reiber, Treas. J. B. McJunkin, Supt. & Engr. W. H. Pape.

DIRECTORS.—A. L. Rieber, J. V. Ritts, A. E. Reiber, J. B. McJunkin, Charles Duffy, John Berg.

GENERAL OFFICE, 1 Reiber Building, Butler, Pa.

Date of information, Mar., 1902. z

BUTTE, MONT.

Population in 1880, 3,363, in 1890, 10,723, in 1900, 30,470.

Butte Electric Railway Co.—Incorporated in West Virginia, Dec. 1899, as the successor to the Butte Consolidated Railway Co., which was chartered Apr., 1887, and sold at foreclosure sole in 1899. The new company have built new power house and car barn and extended the road to Walkerville.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $700,000; dated Mar. 1, 1900. due 1925; subject to call on and after Mar. 1, 1915; sinking fund of 10 p. c. begins Mar. 1, 1916; int. payable Mar. and Sept. at office of Massachusetts Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5; gauge 4 ft. 8½ in.; 40 lb. 52 lb. and 72 lb. T rail; 37 motor passenger cars and 9 motor freight cars; 1300 H. P. engines, 2–725 K. W. dynamos, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos, Sprague motors, St. Louis and Stephenson cars, Peckham, Graham and Stephenson trucks.

OFFICERS.—Pres. W. A. Clark, V. Pres. Francis E. Sargent, Sec. & Treas. J. C. Kennedy, (49 Wall St., N. Y. City.) Gen. Man. J. R. Wharton, Supt. J. S. Wathey, Ch. Engr. C. H. Bucher, Elecn. George Whitcomb.

GENERAL OFFICE, Main and Park Sts., Butte, Mont.

REFERENCES.—Description of road, Vol. IX, Apr., '93, p. 246 (ill.); notes on system, Vol. XVII, May 4, '01, p. 523 (ill.); description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Feb., 1902. z

CAIRO, ILL.

Population in 1880, 9 012, in 1890, 10,324, in 1900, 12,000.

Egypt Electric Co.—This is the successor to the Delta Electric, Power, Light & Street Car Co., which was sold under foreclosure. Chartered July 7, 1896, for 50 years. Annual meeting June 25.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 45 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars. Russell engines, Nat. and Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. W. Kluge, V. Pres. Henry Hasenjaeger, Sec. & Treas. C. V. Neff, Supt. & Elecn. John F. Kyle, Ch. Engr. H. Sackberger.

DIRECTORS.—Wm. Kluge, E. A. Buder, H. Hasenjaeger, J. H. Galligan, C. V. Neff.

GENERAL OFFICE, 209 Eighth St., Cairo, Ill.

Date of information, Jan., 1902. z

Cairo Electric Railway Co.—Chartered May 28, 1890, for 20 years. Municipal franchise granted July 10, 1890, for 20 years. Annual meeting last Thursday in May. This company leases the Sycamore Street Ry.

CAPITAL STOCK, authorized, $75,000, issued, $52,400.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $75,000; issued, $52,400; dated June 1, 1891, due 1911; denom. $100 and $500, int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track owned (electric), 5.71, leased, .85; gauge, 4 ft. 8½ in.; 40 lb. T rail; 11 motor cars and 2 trail cars; Hamilton-Corliss engines, West. dynamos and motors, Laclede, Stephenson and St. Louis cars, Sheffield and Diamond trucks.

OFFICERS.—Pres., Treas. & Pur. Agt. E. W. Halliday, V. Pres. C. O. Patier, Sec. C. Cunningham, Supt. Edwin Halliday, Elecn. W. A. Rittenhouse.

DIRECTORS.—Andrew Lohr, H. W. Schuh, Charles O. Patier, Charles Cunningham, E. W. Halliday.

GENERAL OFFICE, 511 Levee St., Cairo, Ill.

Date of information, Feb., 1901. d

CALAIS, ME.

Population in 1880, 6,173, in 1890, 7,290, in 1900, 8,000.

Calais Street Railway Co.—Chartered Mar. 17, 1893. This company owns and operates the St. Stephen Electric Street Ry. of St. Stephen and Milltown, N. B. Annual meeting third Tuesday in July.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated, July 1, 1898, due, 1918; int. payable Jan. and July.

OPERATION. —Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers...	$23,907	$22,965	$21,861	$23,936	$23,960
" other sources	75	287	431	425	416
" total	23,982	23,252	22,292	24,361	24,376
Operating expenses.....	18,968	18,509	18,130	20,404	21,343
Earnings from operation...	5,014	4,743	4,162	3,957	3,033
Discount on accrued interest.			3,007		
Deductions from earnings.					
Interest on bonds.....	6,583	6,000	5,000		5,000
Taxes.....	998	132	278	5,680	509
Other deductions.....	480	398	497		120
Net income.....	*3,047		1,394	*1,723	*2,597
Deficit.....	3,047	1,787	1,394		
Total deficit.....	8,364	10,151	8,757	10,700	13,297
Per ct. op. exp. to total recpts..	79.1	79.9	81.3	83.7	87.5

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses.....	$ 4,803	$ 3,200	$ 2,955	$ 4,337	$ 3,741
Maint. of way & bldgs...	1,344	1,751	1,554	1,652	2,665
" equipmment...	2,505	2,935	2,572	2,787	3,106
Transportation expenses.	10,315	10,623	11,049	11,628	11,832
Total.....	$18,968	$18,509	$18,130	$20,404	$21,343

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried.....	513,649	485,613	449,531	482,004	482,241
Car miles run.....	183,960	183,960	183,960	183,960	183,960
Total rec'ts per car mile..	$.130	$.126	$.121	$.132	$.133
Op. exp. per car mile....	.103	.100	.098	.111	.116

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1889.	1900.	1901.
Cost of road.....	$149,000	$149,000	$149,000	$149,000	$149,000
Cost of equipment.....	19,800	19,800	19,800	19,800	19,800
Other perm. invest....	31,200	31,200	31,200	31,200	31,200
Cash & current assets.	883	532	1,022		138
Profit and loss (deficit).	8,364	10,151	8,757	10,700	13,297
Total	$209,247	$210,683	$209,779	$210,700	$213,435

LIABILITIES.	1897.	1898	1899.	1900.	1901.
Capital stock.....	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt.....	100,000	100,000	100,000	100,000	100,000
Loans & bills payable.	2,200				
Current liabilities.....	5,795	9,543	6,683	4,500	4,500
Accrued liabilities.....	1,253	1,140	3,096	6,200	8,935
Total.....	$209,247	$210,683	$209,779	$210,700	$213,435

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 48 lb. T rail; 7 motor cars; Edison dynamos and West. motors, Ball engines, Briggs and Jackson & Sharp cars.

OFFICERS.—Pres. Geo. A. Curran, Treas. & Gen. Man. Chas. W. Young, Sec., Supt. & Pur. Agt. Chas. F. Pray.

DIRECTORS.—Geo. A. Curran, Chas. F. Pray, C. W. Young, Calais, Me.

GENERAL OFFICE, Calais, Me.

Date of information, Sept., 1901. b

CAMDEN, N. J.

Population in 1880, 41,659, in 1890, 58,313, in 1900, 75,935.

Camden & Suburban Railway Co.—Chartered 1896, for the purpose of effecting a consolidation of the Camden Horse R. R. Co., and the West Jersey Traction Co. On Apr. 1, 1896, this company began operating the lines of the Camden Horse R. R. Co. under lease. In 1901 an extension from Merchantsville to Moorestown was built.

Capital Stock, authorized and issued, $2,000,000, paidin, $1,604,625; par value, $25 per share.

Funded Debt, $825,000.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Gross receipts.....	$294,246	329,810	$347,948	$411,002
Operating expenses.....	285,427	219,915	216,298	225,333
Earnings from operation...	8.819	109,895	131,650	185,669
Extraordinary expenses...	14,656	155,918	47,197	
Net income.....	*5,837	*46,023	84,453	

*Deficit.

Plant and Equipment.—Miles of track, owned, 17.97, leased, 30; gauge, 5 ft. 2½ in.; 60 lb. to 93 lb. side bearing and girder rail; 100 motor cars; West., Penn. Iron Works and Ball engines, Gen. Elec. and West. dynamos and motors, Brill, L. & F., St. Louis and Stephenson cars.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. H. Lippincott, Gen. Man. W. E. Harrington.

Directors.—Wm. S. Scull, B. C. Reeve, G. G. Browning, F. W. Ayer, H. Lippincott, Edw. Dudley, S. E. Stokes, C. S. Crowell.

Reference.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Feb., 1902. b

Camden Horse Railroad Co.—Chartered Mar. 23, 1866.

Leased to the Camden & Suburban Ry. Co. on Apr. 1, 1896.

Capital Stock, authorized and issued, $250,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. bonds, $250,000; due 1909; int. payable at office of New Jersey Trust Co., of Camden.

First consolidated mortgage, authorized, $500,000, issued, $250,000, in escrow (see Note), $250,000; dated May 1, 1892, due 1912; denom. $500; int. payable May and Nov., at office of New Jersey Trust Co., of Camden, trustee of mortgage.

Note.—$250,000 of the consolidated mortgage bonds are held in escrow to retire the first mortgage bonds.

Operation.—Included in report of Camden & Suburban Ry. Co.

Cost of road and equipment to Jan. 1, 1902, $1,098,946.

Dividends.—In 1896, $35,000; in 1897, $40,000; in 1898 and 1899, $45,000.

Plant and Equipment.—Miles of track (electric), leased to Camden & Suburban Ry, 30.

Officers.—Pres. Wm. S. Scull, V. Pres. B. C. Reeve, Sec. S. T. Corliss, Treas. G. G. Browning.

General Office, 200 Market St., Camden, N. J.

Date of information, Feb., 1902. b

Camden, Gloucester & Woodbury Railway Co.—Chartered May 8, 1893, in perpetuity. The entire capital stock of this company has been acquired by the South Jersey Gas Electric & Traction Co. of Camden. For legal reasons the corporate organization is maintained, but its properties are operated as a part of the South Jersey Gas, Electric & Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Please note date of information at end of each report.

Operation.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts..	$118,966	$123,424	$117,404	$123,028	$140,225	$141,074
Op.ex.& fix'd ch.	85,346	77,206	72,826	86,633	96,041	
Net income.....	33,620	46,218	44,578	36,395	44,184	

Plant and Equipment.—Miles of track (electric), 24.78; gauge, 5 ft.; 80 lb. girder and T rail; 131 cars, of which 84 are motor cars and 47 trail cars; West. engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin, Jackson & Sharp and St. Louis cars.

Officers—Pres. J. Willard Morgan, Sec. & Treas. Thomas N. McCarter, Gen. Man. M. C. Ludlane, Supt. Geo. E. Tracy.

Directors.—J. Willard Morgan, D. Baird, A. R. Kuser, Thos. N. McCarter, F. F. Dryden, Uzal H. McCarter, C. W. Riker, Wm. J. Thompson, G. A. Muller.

General Office, Camden, N. J.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Jan., 1902. z

South Jersey Gas, Electric & Traction Co.—Incorporated 1900, to consolidate under one control the gas, electric light and electric railways of Southern New Jersey. The companies absorbed, Nov., 1900, include the Camden Gaslight Co., the Camden Gaslight & Fuel Co., the Camden & Burlington Gas & Electric Co., East Side Gas Co., the Gloucester City Electric Light Co., the Consumers Gas Co., of Woodbury; the Woodbury Electric Light & Power Co., and the Camden, Gloucester & Woodbury Ry. Co. These companies controlled the entire gas interests of the city of Camden, the gas and electric interests of Mt. Holly and Woodbury and the electric light interests of the city of Gloucester, Moorestown and Haddonfield in addition to the electric railways mentioned.

Capital Stock, authorized, $6,000,000; issued, $3,389,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds authorized, $6,000,000, issued, $3,260,000; held in treasury for future extensions and betterments, $2,740,000; dated Sept. 1. 1900, due Sept. 1, 1900, denom. $1,000; coupon, but may be registered; int. payable Mar. and Sept. at office of Fidelity Trust Co., of Newark, N. J., trustee of mortgage.

Officers.—Pres. Anthony R. Kuser, V. Pres. Wm. J. Bradley, Sec. & Treas. Thos. N. McCarter, Jr., Newark, N. J.

Directors.—M. H. McCarter, F. F. Dryden, Chandler W. Riker, Newark, N. J.; Thos. A. Nevins, Jno. L. Kuser, Wm. J. Thompson, Jno. J. Burleigh, H. W. Johnson, Charles Watson, Barker Gummere, Frank Bergen, Thos. C. Barr, Frank W. Montgomery, M. F. Griggs.

General Office, Camden, N. J.

Date of information, Feb., 1901. x

Camden & Trenton Railway Co.—This company was organized as the successor to the Monmouth Traction Co., and to construct an electric railway from Camden through Burlington County to Trenton, about 30 miles in length. By traffic agreement with the Camden & Suburban Ry. Co., the cars of this company will run direct to the Philadelphia Ferry.

CAPITAL STOCK, authorized and issued, $1,750,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $886,000; dated Nov. 1, 1899; due 1929; denom. $500 and $1,000; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION—Year ending Dec. 31,	*1899.	*1900.	1901.
Gross receipts	$13,456	$12,177	$48,717
Operating expenses	15,798	14,127	28,961
Deficit from operation	2,342	1,950	19,756

*5 miles in operation.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, (Jan. 1, 1902), 31; under construction, 23; gauge, 5 ft. 2½ in.; 60 lb. rail; 18 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. H. V. Massey, Sec. Treas. & Gen. Man. M. B. Perkins, Supt. Jas. S. Gilbert.

GENERAL OFFICE, Riverside, Burlington Co., N. J.

Date of information, Jan., 1902. b

CANANDAIGUA, N. Y.

Population in 1880, 5 726, in 1890, 5,868, in 1900, 6,000.

Ontario Light & Traction Co.—Chartered June 11, 1900, as the successor, by purchase on April 21, 1900, of the Canandaigua Electric Light & Railroad Co., which was chartered Mar. 6, 1888, as the Canandaigua Electric Light Co. Charter amended and name changed July 21, 1893. Annual meeting third Tuesday in Feb. This company also owns an electric lighting plant. The plant is run by steam and water power situated five miles away.

CAPITAL STOCK, of railroad division, authorized and issued, $30,000.

FUNDED DEBT, of railroad division, $37,359.

OPERATION.—The following report refers to the railway property only. Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from operation	$4,741	$5,431	$4,798	$4,356	$4,825
" " other sources	52	100	75	72	89
" total	4,793	5,531	4,873	4,428	4,914
Operating expenses	2,395	5,320	3,378	2,688	3,375
Earnings from operation	2,398	211	1,495	1,740	1,539
Deductions from earnings.					
Taxes	76	238	202	270	301
Net income	2,322	*27	1,293	1,470	1,238
To surplus account	3,989	3,962			

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	109.604	118,492	98,624	89,085	98,283
Car miles run	74,440	64,545	46,419	41,593	42,508

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$54,118	$58,594	$58,749	$58,902	$59,064
" equipment	5,379	6,118	6,670	6,747	8,296
Total	$59,497	$64,712	$65,419	$65,649	$67,359
LIABILITIES.					
Capital stock	$30,000	*$30,000	*$30,000	$30,000	$30,000
Funded debt		*34,712	*35,419	35,649	37,359
Loans	29,497				
Total	$59,497	$64,712	$65,419	$65,649	$67,359

*Being part of whole capital stock and funded debt charged to railroad.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 40 lb. girder rail; 3 motor cars and 5 trail cars; Payne engines, Gen. Elec. dynamos and motors, Jones, Stephenson and American cars.

OFFICERS.—Pres., Treas. & Gen. Man. J. H. Pardee, Sec. H. B. Ferguson.

DIRECTORS.—Jno. H. Burgess, R. Morse, Jr., H. C. Mandeville, Elmira, N. Y.; H. B. Ferguson, J. H. Pardee, Canandaigua.

GENERAL OFFICE, Canandaigua, N. Y.

Date of information, Jan., 1902. z

CANTON, O.

Population in 1880, 12,258, in 1890, 26,189, in 1900, 30,677.

Canton-Massillon Electric Railway Co.—Chartered 1892, as a consolidation of the Canton Street Ry. Co. and the Lakeside Street R. R. Co. The company owns the local systems in Canton and Massillon and a line connecting the two cities. The property is now under the control of Tucker, Anthony & Co., of Boston, Mass.

CAPITAL STOCK, authorized, $1,000,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—General mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $750,000. dated May 1, 1900, due 1902; denom. $1,000; int. payable at office of Cleveland Trust Co, trustee of mortgage and at office of Standard Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 60 lb. T and 73 lb. girder rail; 35 motor cars and 10 trail cars; Russell & Co. engines, West. dynamos, Brill and Stephenson cars.

OFFICERS.—Pres. P. L. Saltonstall, Sec. C. A. Kolp, Gen. Man. & Treas. Chauncey Eldridge.

DIRECTORS.—P. L. Saltonstall, Chauncey Eldridge, Boston, Mass; C. A. Kolp, J. C. Welty, W. A. Lynch, Canton, O.; A. M. Snyder, Cleveland, O.; J. R. Nutt, Akron, O.

GENERAL OFFICE, 118 South Tuscarawas Street, Canton.

Date of information, Mar., 1902. x z

Canton & Akron Electric Railway Co.—This company was organized to construct an electric railway from Akron through to Cleveland. Franchises have been secured in Stark and Summit counties, and in connection with the Canton-Alliance line and the new Cleveland & Southwestern Electric Ry., promoted by the same interests, will make a through line.

Date of informatian, Feb., 1901. x

CARLISLE, PA.

Population in 1900, 9,626.

Carlisle & Mt. Holly Railway Co.—Chartered July 24, 1900.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

Please note date of information at end of each report.

OPERATION.—Year ending June 30, 1901.

Total receipts	$2,737
Operating expenses	740
Earnings from operation	1,997

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$182,200	Capital stock	$100,000
" equipment	17,800	Funded debt	100,000
Cash	1,998	Profit and loss (surplus)	1,997
Total	$201,998	Total	$201,998

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 8 cars.

OFFICERS.—Pres. B. F. Myers, Harrisburg, Pa.; Gen. Man. P. Russ, Sec. & Treas. James H. Wordon, Harrisburg, Pa.; Gen. Supt. C. Faller, Carlisle, Pa.

DIRECTORS.—B. F. Myers, H. M. F. Wordon, Charles S. Stucker, James H. Wordon, P. Russ.

Date of information, Mar., 1902. z

CAPE GIRARDEAU, MO.

Population in 1880, 3,889, in 1890, 4,297, in 1900, 4,813.

Citizens Street Railway Co.

CAPITAL STOCK, authorized and issued, $20,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 3 ft. 6 in., 32 lb. rail; 12 mules; 5 horse cars.

OFFICERS.—Pres. L. S. Joseph, V. Pres. Gen. Man. Supt. & Pur. Agt. William H. Coerver, Sec. Walter Albert, Treas. John L. Miller.

GENERAL OFFICE, Cape Girardeau, Mo.

Date of information, Feb., 1901. z

CAPE MAY, N. J.

Population in 1880, 1,699, in 1890, 2,136, in 1900, 3,500.

Cape May Transportation Co.—This company leases the Cape May, Delaware Bay & Sewell's Point R. R. Co.

OFFICERS.—Pres. John W. Thompson, Sec. Thomas S. Stevens, Treas. & Gen. Man. J. Henry Edmunds.

Date of information, May, 1899. c

Cape May, Delaware Bay & Sewell's Point Railroad Co.—This is a consolidation, in 1892, of the Cape May & Sewell's Point R. R. Co., the Delaware Bay & Cape May R. R. Co. and the Cape May & Schellingers' Landing R. R. Co. This road is leased to the Cape May Transportation Co., at an annual rental of $7,500. It is operated only during the summer months.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. (reduced to 5 p. c. for 5 years from Feb., 1896), coupon bonds, authorized and issued, $150,000; dated Feb. 1, 1893, due 1923; int. payable Feb. and Aug., at office of New Jersey Trust & Safe Deposit Co., of Camden, trustee of mortgage.

NOTE.—By consent of bondholders, the 1895 coupons were cancelled.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$16,998	$18,890	$13,421	$18,093	$14,160
Op. exp. and fixed charges	15,071	15,516	15,499	18,104	10,080
Net income	1,927	3,374	*2,078	*11	4,080

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.8; gauge, 4 ft. 8½ in.; 45 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; Ball engines, West. dynamos and motors, Brill, Jackson & Sharp and Lamokin cars.

OFFICERS.—Pres. & V. Pres. David Baird, Sec. J. J. Burleigh. Treas. J. E. Taylor.

GENERAL OFFICE, Cape May, N. J.

Date of information, Jan., 1902. b

CARBONDALE, PA.

The population served by the street railway system centering at Carbondale and extending through the Lackawanna Valley, a distance of 17 miles, is said to be nearly 60,000.

Carbondale Railway Co.—(See Scranton Ry. Co., Scranton, Pa.)

CARROLLTON, MO.

Carrollton Electric Railway Co.—Placed in operation in 1900.

CAPITAL STOCK, $25,000; paid in $10,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 52 lb. T rail; 3 motor cars; Gen. Elec. generators and motors, Brill cars,

OFFICERS.—Pres. Jas. L. Minnis, Sec. P. L. Trotter, Treas. Henry Ely, Elecn. L. Vaughn.

GENERAL OFFICE and power station, Carrollton, Mo.

Date of information, Mar., 1902. z

CATSKILL, N. Y.

Population in 1880, 4,320, in 1890, 4,920, in 1902 (local estimate), 8,566.

Catskill Electric Railway Co.—Incorporated Jan. 14, 1897; village of Catskill franchise granted Mar. 15, 1897. Annual meeting second Monday in March. This company subsequently filed a certificate of extension from Catskill Landing to Cairo, Windham and Oak Hill, 23 miles.

CAPITAL STOCK, authorized, $400,000, issued, $60,000; par value, $100.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $400,000, issued, $54,000; dated May 1, 1899, due 1949; denom. $1,000; int. payable (when issued) Jan. and July, at office of the company.

OPERATION.—Year ending June 30, 1901.

Total receipts	$8,835
Operating expenses	6,673
Deficit from operation	2,162
Interest on funded debt	2,587
Total deficit	425

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$114,256	Capital stock	$ 60,000
Cash	105	Funded debt	54,000
Other accounts	170	Interest on funded debt	2,587
Material and supplies	74	Sundries	1,406
Profit and loss (deficit)	1,853		
Total	$117,993	Total	$117,993

PLANT AND EQUIPMENT.—Miles of track (electric) 2.9; gauge, 4 ft. 8½ in.; 70 lb. rail; 7 motor cars; A. & S. engines, T. & H. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Pres. W. E. Stewart, V. Pres. M W. Conway, Brooklyn, N. Y.; Sec. & Treas. W. C. Wood, 15th & Madison Sts., Hoboken, N. J.; Supt. D. W. Sharpe, Catskill, N. Y.

DIRECTORS.—W. E. Stewart, M. W. Conway, W. C Wood, Daniel F. Lewis, S. S. Bowman, H. A. Mock, A. F. Wainwright, H. M. Shaw, Chas. J. Purdey.

GENERAL OFFICE, Railroad Ave. & Main St., Catskill, N. Y.

Date of information, Mar., 1902. z

CEDAR RAPIDS, IA.

Population in 1880, 10,140, in 1890, 18,020, in 1900, 25,656.

Cedar Rapids & Marion City Railway Co.

CAPITAL STOCK, authorized, $400,000, issued, $316,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $250,000, issued, $165,000; dated July, 1, 1891, due 1931; int. payable Jan. and July at office of American Loan & Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT —Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 58 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Allis engines, Gen. Elec. dynamos and motors, American and St. Louis cars.

OFFICERS.—Pres. P. E. Hall, V. Pres. Sec. & Treas. John S. Ely, Gen. Supt. & Pur. Agt. F. L. Diserens, Ch. Engr. of Power Station R. H. Holbrook.

DIRECTORS.—P. E. Hall, John S. Ely, George B. Douglass, W. D. Douglas, H. V. Ferguson, J. E. Ainsworth.

GENERAL OFFICE, Cedar Rapids, Ia.

Date of information, Jan., 1902. z

CENTERVILLE, IA.

Population in 1880, 2,475, in 1890, 3,668, in 1900, 6,000.

People's Street Railway Co.—Chartered May 9, 1887, for 50 years. Annual meeting first Monday in July.

CAPITAL STOCK, authorized, $25,000, issued, $12,000; par value, $100.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.6; gauge, 3 ft. 8 in.; 20 lb. T rail; 14 horses, 3 horse cars; Robinson & Hitt and Laclede cars.

OFFICERS.—Pres. J. R. Wooden, Sec. Treas. & Supt. C. R. Wooden.

Date of information, Mar., 1902. z

CENTRALIA, ILL.

Population in 1880, 3,621, in 1890, 4,762, in 1900 (local estimates), 6 000.

Centralia & Central City Street Railway Co.—Chartered Jan., 1891, for 20 years. Municipal franchise granted July 2, 1897 for 20 years. Annual meeting first Monday in Feb.

CAPITAL STOCK, authorized, $10,000, issued, $8,260.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. T rail; 10 horses, 10 cars.

OFFICERS.—Pres. Chauncey House, V. Pres. J. H. Johnson, Sec. & Treas. S. A. Frazier, Supt. John King.

DIRECTORS.—S. A. Frazier, Hugo Prill, Chauncey House, J. H. Johnson, Norman Rexford.

GENERAL OFFICE, 117 N. Locust St., Centralia, Ill.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Feb., 1902. z

CHAMPAIGN, ILL.

Population in 1880, 5,103, in 1890, 5,839, in 1894, 8,800, in 1900, 11,000. Population of Urbana in 1900, 6,000.

Urbana & Champaign Railway, Gas and Electric Co.—This company was incorporated May 12, 1897, and purchased the properties, etc., of the old corporations and companies formerly known as the Urbana & Champaign Electric Street Ry. Co., Champaign & Urbana Gas, Light & Coke Co., Champaign Electric Light & Power Co. and West End Park Co. It operates all electric traction, lighting, power, heating, gas and amusement park systems in the cities of Champaign and Urbana.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $185,000; held in escrow, $250,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July at office of Portland Trust Co., Portland, Me., trustee of mortgage.

$250,000 of these bonds are held to retire underlying bonds of that amount, dated June, 1897, of which $8,000 mature annually from June 1, 1900, until 1917, at which time the remainder of the issue matures, and $65,000 are held in treasury for extensions and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 27 cars, of which 11 are motor cars and 16 trail cars; P. A., Corliss, Ide and Russell engines, West. dynamos and motors, Brownell and Laclede cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. B. McKinley, V. Pres. Geo. F. Duncan, Sec. & Treas. Edward Woodman, Gen. Supt. H. J. Pepper, Ch. Engr. F. Heimlicher, Supt. of Gas Dept. F. W. Bedard.

GENERAL OFFICE, Champaign, Ill.

Date of information, Jan., 1902. z

CHARLEROI, PA.

Charleroi, Bellevernon & Fayette City Electric Railway Co.—This road commenced operation on Mar. 4, 1898.

CAPITAL STOCK, $60,000.

FUNDED DEBT, $60,000.

OPERATION—	March 4 to June 30, 1898.	Year endg. June 30, 1899.	1900.
Receipts from passengers	$3,447	$16,104	$4,424
" other sources	127	386	543
" total	3,574	16,490	4,967
Operating expenses	1,774	6,775	2,362
Earnings from operations	1,800	9,715	2,605
Deductions from earnings.			
Taxes	8	530	79
Interest	310	3,600	600
Rentals		550	100
Net income	1,482	6,035	1,826

BALANCE SHEET. Dated June 30.	1898.	1899.	1900.
ASSETS.			
Cost of road	$109,115	$112,019	$112,136
Cost of equipment	8,023	14,626	14,935
Cash and current assets	5,876	3,426	3,703
Total	$123,914	$130,071	$130.474
LIABILITIES.			
Capital stock	$ 60,000	$ 60,000	$ 60,000
Funded debt	60,000	60,000	60,000
Interest due and accrued		600	
Current liabilities	3,914	3,245	2,321
Profit and loss (surplus)		6,226	8,153
Total	$123,914	$130,071	$130,474

PLANT AND EQUIPMENT.—Miles of track (electric), 2.86; gauge, 4 ft. 8½ in.; 6 motor cars.

OFFICERS.—Pres. W. L. Mellon, Sec. & Treas. John A. Irwin, Supt. Thomas Harrington.

DIRECTORS—W. L. Mellon, L. G. Woods, John A. Irwin, John S. Eberman, of Pittsburgh, Pa.; Wm. J. Berryman, of Washington, Pa.

Date of information, Feb., 1901. b

Charleroi & West Side Street Railway Co.—Chartered Feb. 6, 1899.

CAPITAL STOCK, authorized and issued $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $135,000.

OPERATION.—Year ending June 30,	1900.	1901.
Receipts from operation	$21,035	$39 094
" " other sources	454	1,504
" total	21,489	40,598
Operating expenses	7,626	12,533
Earnings	13,863	18,065
Interest	6 125	7,350
Taxes	756	933
Other deductions	470	1,615
Net income	6,512	*8,167

BALANCE SHEET.—Dated June 30,		
ASSETS.	1900.	1901.
Cost of road	$274,100	$279,01[illegible]
" equipment	14,833	20,398
Cash	13,525	21,226
Accounts receivable	142	465
Materials and supplies	66	
Total	$302,666	$321,105
LIABILITIES.		
Capital stock	$150,000	$150,009
Funded debt	135,000	135,000
Accrued interest	1,850	1,850
Accounts payable	9,304	806
Sundries		718
Profit and loss (surplus)	6,512	32,732
Total	$302,666	$321,105

PLANT AND EQUIPMENT.—Miles of track, (electric) 4.8; gauge 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars.

OFFICERS.—Pres. W. L. Mellon, V. Pres. C. F. Thompson, Sec. & Treas. F. M. Ross, Asst. Sec. Weaver H. Rogers.

DIRECTORS.—W. L. Mellon, C. F. Thompson, W. I. Berryman, John C. McKean, Wm. R. McKean, F. M. Ross.

GENERAL OFFICE, Pittsburg, Pa.

Date of information. Nov., 1901. b

CHARLESTOWN, N. H.

Population, in 1880, 1,587; in 1890, 1,740; in 1900, 1,960.

Springfield Electric Railway Co.—This company owns an electric railway running from Cheshire bridge to Charlestown and Springfield station, about two miles, which is leased to the Springfield Electric Ry. Co.,, of Springfield, Vt., for 99 years, at an annual rental of one dollar.

CAPITAL STOCK, $12,000.

OFFICERS.—Pres. Nathaniel G. Brooks, V. Pres. Jas. A. Hunt, Sec. & Treas. Frank W. Hamlin, Gen. Man. & Supt. Edward C. Crosby.

DIRECTORS.—N. G. Brooks, Jas. A. Hunt, Wm. R. Sheldon, Frank W. Hamlin, Charlestown, N. H.; Edward C. Crosby, Springfield, Vt.

GENERAL OFFICE, Charlestown, N. H.

Date of information, Jan., 1902. z

CHARLESTON, S. C.

Population in 1880, 49,984, in 1890, 54,955, in 1900, 55,807.

Charleston Consolidated Railway, Gas & Electric Co.—This company is a consolidation, Feb. 1899, of the Charleston City Ry. Co. and the Charleston & Seashore R. R. Co., and controls the entire street railway system of Charleston, Mt. Pleasant, Sullivan's Island and the Isle of Palms, and is also the owner of the Charleston Gas Light Co., the Charleston-Edison Light & Power Co. The Mt. Pleasant & Sullivan's Island Ferry Co. and the Middle Street, Sullivan's Island R. R. Co. The three power stations have been consolidated into one, where all power for railway, light and power purposes is now generated.

Capital Stock, authorized and issued, $1,500,000; par value, $50 per share.

Please note date of information at end of each report.

Funded Debt.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $1,678,000; in escrow (see note), $822,000; dated March 1, 1899, due 1999; denom. $1,000; int. payable Mar. and Sept., at offices of Baltimore Trust and Guarantee Co., of Baltimore, or the Carolina Savings Bank, of Charleston, S. C., trustee of mortgage, Baltimore Trust & Guarantee Co., of Baltimore, Md.

Charleston City Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $850,000, (see note); dated Jan. 1, 1898, due 1923; denom. $1,000; int. payable Jan. and July at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Of the Charleston City Ry. Co.'s bonds issued, $28,000 have been redeemed by sinking fund.

$822,000 of the Consolidated bond issue are held in escrow to redeem the bonds of Charleston City Ry. Co., described above.

Operation.—	Year ending Feb. 28, 1900.	Year ending Feb. 28, 1901.	10 mos. ending Dec. 31, 1901.
Total receipts	$439,921	$487,524	$427,174
Operating expenses	280,743	331,412	267,941
Earnings from operation	159,178	156,112	159,233
Fixed charges	144,720	152,002	128,092
Net income	14,458	4,110	31,141

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 61 motor cars and 30 trail cars; 6 generators aggregating 2,265 K. W.; Harrisburg and Ball & Wood Engines of 2,150 H. P.; Jackson & Sharp, Laclede and American cars.

Officers.—Pres. Francis K. Carey, V. Pres. P. H. Gadsden, Sec. & Treas. J. Bannister Hall, Man. Dir. S. H. Wilson, Audr. P. J. Balaguer, Cashier M. Triest, Supt. Ry. Div. T. W. Passailaigue, Supt. Gas Div. W. A. Desportes, Ch. Engr. O. Moisson, Elecn. W. W. Fuller.

Directors.—Francis K. Carey, Robert Davidson, J. Bannister Hall, Baltimore, Md.; P. H. Gadsden, Geo. W. Williams, Jr., S. H. Wilson, Wm. M. Bird, Geo. B. Edwards, Andrew Simonds, Geo. A. Wagener, Charleston, S. C.; Dr. J. S. Buist.

General Office, 141 Meeting St., Charleston, S. C.

Pres. and Sec. & Treasurer's Offices, Equitable Bldg., Baltimore, Md.

Date of information, Mar., 1902. z

CHARLESTON, W. VA.

Population in 1880, 4,192, in 1890, 6,742, in 1895, 12,500 (increase due to addition to the city of new territory), in 1900, 17,000.

Charleston Traction Co.—This company is a reorganization of the Charleston Street Railway Co. This road is at present being rebuilt.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.87; gauge, 4 ft. 8½ in.; T rail.

OFFICER.—Gen. Man. & Elecn. F. W. Sweet.

GENERAL OFFICE, 215 Kanawha St. P. O. Box 607, Charleston, W. Va.

Date of information. Dec., 1901. d

CHARLOTTE, N. C.

Population in 1880, 7,094, in 1890, 11,555, in 1900, 21,200.

Charlotte Electric Railway, Light & Power Co.—This company operates the property owned by the Charlotte Consolidated Construction Co. In Jan., 1896, the electric lighting interests of Charlotte were merged with the street railway interests.

CAPITAL STOCK, authorized, $100,000, issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon gold bonds, authorized and issued, $100,000; dated Jan. 1, 1892, due 1922; denom. $1,000; int. payable Jan. and July, at office of Mercantile Safe Deposit & Trust Co., of Baltimore, trustee of mortgage.

FRANCHISES.—Municipal franchises granted in 1892, expire in 1920. The company has right of way on all streets in the city.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 13 motor cars; A. & S. engines, Sprague dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. Treas. & Pur. Agt. E. D. Latta, V. Pres. E. B. Springs, Sec. J. L. Chambers, Audr. Chas. W. Jones, Gen. Man. & Supt. F. D. Sampson, Ch. Engr. W. F. Holmes, Ch. Elec. J. Fischesser.

DIRECTORS.—E. D. Latta, E. B. Springs, F. B. McDowell, J. L. Chambers, M. A. Bland.

GENERAL OFFICE, Charlotte, N. C.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01 p. 187.

Date of information, Nov., 1901. d

CHARLOTTESVILLE, VA.

Population in 1880, 2,676, in 1890, 5,591, in 1901 (local estimates), 10,000.

Charlottesville City & Suburban Railway Co.—Chartered 1894. This company is a reorganization of the Charlottesville City & Street Ry., the Charlottesville Electric Light & Gas Co., the Virginia Ice Co. and the Jefferson Park Co. Municipal franchise 1894, for 50 years. Annual meeting second Wednesday in Sept. The new company operates a hotel, ice plant, park, and electric light plant.

CAPITAL STOCK, authorized and issued, $70,000; par value, $100 per share.

FUNDED DEBT.—First general mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $125,000; held in escrow to retire prior lien, $25,000; dated Sept. 1, 1900, due 1920; denom. $250 and $100; int. payable Mar. and Sept., at People's National Bank of Charlottesville; trustees of mortgage, R. H. Wood, G. Perkins and C. J. Rixey.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill and L. & F. cars.

OFFICERS.—Pres. & Gen. Man. R. P. Valentine, V. Pres. H. C. Marchant, Sec. & Treas. E. L. Carroll, Gen. Supt. & Ch. Engr. R. R. Case.

Date of information, Jan., 1902. z

CHATTANOOGA, TENN.

Population in 1880, 12,802, in 1890, 29,100, in 1900, 32,490.

Chattanooga Electric Railway Co.—Chartered 1896. This company is the successor to the former company of the same name, having purchased all its property under foreclosure of mortgage in Feb., 1896. The original company was a consolidation (Jan. 1, 1891) of the City Street R. R. Co. and the Chattanooga Electric Street R. R. Co. (Inc. May, 1888).

CAPITAL STOCK, authorized and issued, $645,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $625,000, coupon, but may be registered, dated Jan. 1, 1898, due 1919; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

NOTE.—Of the consolidated mortgage bonds, $550,000 were issued to retire prior liens, and $26,000 were issued for miscellaneous purposes. The treasury bonds are reserved for future improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 33; gauge, 4 ft. 8½ in.; 25 lb., 63 lb. and 100 lb. T and girder rail; 45 motor cars and 16 trail cars; McI. & S., Beck and Taylor engines, Gen. Elec. dynamos and motors, Brill, St. Louis and Stephenson cars.

OFFICERS.—Pres. & Treas. J. H. Warner, V. Pres. Edwin Warner, Sec. Thomas P. Wells, Supt. J. W. McFarland.

DIRECTORS.—Percy Warner, W. T. Adams, J. H. Warner, Edwin Warner, Frank Sparlock, James McLaughlin, T. G. Montague.

GENERAL OFFICE, 3 Market St.. Chattanooga, Tenn.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Jan., 1902. z

Chattanooga & Lookout Mountain Railway Co.—This company has made application for a new charter as the successor, by purchase, of the Chattanooga & Lookout Mountain R. R. Co. Two and a half miles of this line on summit of the mountain has been equipped with electricity, and the line will be extended in the near future. In Mar. 1901 this company was merged into the Chattanooga Rapid Transit Co.

PLANT AND EQUIPMENT.—Miles of track (steam and electric), 9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 1 locomotive, 8 cars.

DIRECTORS—S. W. Devine, R. W. King, W. A. Cary, Robert Pritchard, J. B. Frazier, George W. Davenport.

Date of information, Jan., 1902. z

Lookout Point Incline Co.—This company is successor to the Incline & Narrow Gauge Railway Co., and is now owned and operated by the Chattanooga & Lookout Mountain Railroad (which see). In Mar., 1901 it was reported that this company was merged into the Chattanooga Rapid Transit Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $65,000.

PLANT AND EQUIPMENT.—Miles of track, 2.25; operated by steam, 5, incline cable, .75; gauge 4 ft. 8½ in.; 45 lb. T rail.

Date of information, Jan., 1902. z

North Side Consolidated Street Railway Co.—A reorganization of the Signal Mountain Railway Co. and the Chattanooga & North Side Street Ry. Co. In 1900 this company was purchased by a syndicate and leased to the Rapid Transit Co.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric),7.75; gauge, 4 ft 8½ in.; 56 lb. girder and T rail; 8 motor cars; A. & S. engines, Thomson-Houston and Sprague dynamos and motors, Stephenson cars.

Date of information, Jan., 1902. z

Rapid Transit Co. of Chattanooga—Charter and municipal franchises granted in 1897, in perpetuity. On May 1, 1899, this company leased the Belt Railway Co.'s lines for 45 years. This company's lines run from National Cemetery, Highland Park, Orchard Knob, Avondale, Ridgedale, East Lake, Rossville, Chickamauga Park, Hill City and Vallombrosa.

In Mar., 1901, the Chattanooga & Lookout Mountain R. R. Co., the Lookout Point Incline Co. and the North Side Consolidated Street Ry. Co. were merged into this company, which at once extended and improved the consolidated properties.

CAPITAL STOCK, authorized and issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Feb. 1, 1900, due 1925; denom. $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 21.5; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 1 Siemens & Halske 550 K. W., 1 West. 115 K. W. and 1 Gen. Elec. 100 K. W. generators; 1350 H. P. engine, 6-150 H. P. boilers, West. and Gen. Elec. motors, St. Louis and Jackson & Sharp cars.

OFFICERS.—Pres. J. H. Jeffries, V. Pres. S. W. Divine, Sec. & Treas. J. W. Pittock, Supt. R. W. King.

DIRECTORS.—S. W. Divine, G. W. Davenport, W. B. Royster, J. H. Jeffries, Charles T. Divine, J. W. Pittock.

GENERAL OFFICE, Chattanooga, Tenn.

REFERENCE.—Purchase and improvements, Vol. XVI, Nov. 17, '00, p. 1128.

Date of information, Dec., 1901. d

CHELAN, WASHINGTON.

Chelan Transportation & Smelting Co.—This road is now under construction. It will carry freight from mines on Lake Chelan to the Columbia River.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.

OFFICERS.—Pres. Fred R. Thompson, V. Pres. G. A. Gordon, See. & Treas. Thos. Maloney, Man. R. D. Johnson, Ch. Engr. R. H. White.

GENERAL OFFICE, Jamieson Bldg., Spokane, Wash.

Date of information, Jan., 1902. d

CHESTER, N H.

Population in 1880, 1,136, in 1890, 1,958, in 1900, 2,450.

Chester & Derry Railroad Association.—This company commenced operation on Oct. 1, 1896. Annual meeting May 1.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $50,000; dated June, 1896, due 1926; denom. $500; int. payable June and Dec., at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment at 105 and accrued interest after 1901.

OPERATION.—	9 mos. ending June 30, 1897.	Year ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1901.
Receipts from passengers	$5,555	$8,372	$8,344	$10,386
" " other sources.	748	1,678	1,996	1,862
" total	6,302	10,050	10,340	12,248
Operating expenses	6,208	8,035	7,537	7,700
Earnings from operation	95	2,015	2,803	4,548
Deductions from earnings.				
Interest on funded debt.	1,667	2,500	2,500	2,500
" on unfunded debt.	28	163	277	315
Net deficit	1,600	648	*26	*1,733

*Surplus.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$311
Maintenance of way and buildings	767
" " equipment	98
Transportation expenses	6,524
Total	$7,700

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	234,776
Car miles run	57,200
Total receipts per car mile	$.214
Operating expenses per car mile	.135

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1901.
Cost of road	$ 81,100	$ 81,274	$ 81,274	$ 81,578
Cost of equipment	11,078	11,139	12,985	14,466
Land and buildings	8,231	10,155	10,487	11,103
Cash	320	313	125	
Profit and loss (deficit)	1,808	2,455	2,430	371
Total	$102,537	$105,336	$107,301	$107,519
LIABILITIES.				
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	50,000
Loans and bills payable	2,329	5,128	7,093	7,311
Accrued interest	208	208	208	208
Total	$102,537	$105,336	$107,301	$107,519

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 motor cars, 1 freight car, 1 snow plow; West. dynamos and motors, Briggs cars, Peckham trucks; rent power.

OFFICERS.—Pres. C. S. Campbell, V. Pres. & Supt. Chas. Bartlett Sec. A. H. Wilcomb, Treas. & Gen. Man. F. J. Shepard.

DIRECTORS.—C. S. Campbell, G. K. Bartlett, Chas. Bartlett, A. H. Wilcomb, N. W. Goldsmith, G. S. West, F. J. Shepard.

GENERAL OFFICE, Derry Depot, N. H.

Date of information, Sept., 1901. b

CHESTER, PA.

Population in 1880, 14,997, in 1890, 20,226, in 1900, 33,988.

Chester Traction Co.—Chartered Apr. 23, 1894. Annual meeting second Monday in Jan. This is a consolidation by lease of the Union Ry. Co., the Chester Street Ry. Co., the Chester & Media Electric Ry. Co., and the Chester, Darby & Philadelphia Ry. Co., comprising the entire street railway system of Chester. In 1898 the entire capital stock of the Chester Traction Co. and of the Wilmington City Ry. Co. was purchased by the Wilmington & Chester Traction Co., the capital stock of which company is now owned by the United Power & Transportation Co., of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1914; denom. $1,000; int. payable May and Nov., at office of Delaware County Trust, Safe Deposit & Title Insurance Co., of Chester, trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$212,858	$237,783	$288,041	$294,039
" " other sources	8,280	9,091	9,786	1,876
" total	216,215	246,063	297,132	295,915
Operating expenses	123,709	126,357	172,021	207,616
Earnings from operation	92,506	119,706	122,111	88,299
Deduction from earn.				
Interest on bonds	12,500	12,500	12,500	12,500
Taxes	13,276	8,400	10,650	9,650
Rentals	43,890	49,890	56,300	49,140
Other deduction	1,268	6,884	9,879	
Net income	21,572	42,032	35,782	17,009
Dividends paid	20,000	50,000	25,000	30,000
To surplus account	1,572		*10,782	*12,991
Total surplus account	69,735	60,030	70,811	86,009

* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 31,481
Transportation expenses	88,713
Maintenance of way and buildings	55,519
Maintenance of equipment	31,903
Total	$207,616

Passengers carried in 1901, 6,305,255.

BALANCE SHEET.—Dated June 30,

ASSETS	1897.	1898.	1899.	1900.	1901.
Cash	$ 344	$ 9,211	$ 2,948	$ 18,958	
Investments	200,108	200,108	200,108	200,108	$200,108
Damage verdicts coll't.	7,364				
Betterments			57,783	92,279	
Accounts receivable	3,409	3,953	6,087	2,394	
Construction	616,133	616,555	616,555	616,555	846,657
Equipment	32,080	36,129	36,890	55,110	106,226
Prepaid insurances	2,344	1,190			
Supplies	6,855	9,261	14,233		11,847
Contingent expenses			2,173		9,995
Total	$868,638	$876,407	$936,783	$985,404	$1,174,833

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Accounts payable	8,663	13,532	30,323	162,510	334,784
Bills payable	39,000		91,982		
Tickets outstanding	729				
Other liabilities		40,783	2,386		4,040
Interest on bonds	2,083	2,360	2,062	2,083	
Prof. and loss (surplus)	68,163	69,732	60,030	70,811	86,009
Total	$868,638	$876,407	$936,783	$985,404	$1,174,833

PLANT AND EQUIPMENT.—Miles of track (electric), 32.87; gauge, 5 ft. 2½ in.; 60 lb. to 90 lb. T and girder rail; 69 motor cars and 10 trail cars, 2 sweepers, 1 snow plow; 1,725 H. P. station plant; Wetherill engines, Gen. Elec. and West. dynamos and motors, Brill and Lamokin cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. Wm. S. Bell, Supt. & Pur. Agt. Arthur G. Jack.

DIRECTORS.—R. N. Buckley, E. J. Moore, John A. Rigg, Henry C. Moore, Rob't N. Carson.

GENERAL OFFICE, 13th St. and Edgar Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

REFERENCE.—Car wheel records, Vol. XIII, Sept., '97, p. 541. New lines acquired, Vol. XVI, Dec. 29, '00, p. 1,222.

Date of information, Dec., 1901. b

Union Railway Co.—Chartered Mar. 18, 1890. Annual meeting second Monday in Jan. Owned by Chester Traction Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000; dated Jan. 1, 1893, due 1913; coupon, but may be registered; denom. $500 and $1,000; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell

DIRECTORS.—E. J. Moore, C. M. Clark, John A. Rigg, Henry C. Moore, Wm. S. Bell.

GENERAL OFFICE, 13th St. and Edge Ave., Chester, Pa. Pres. office, Bullitt Bldg., Philadelphia, Pa.

Date of information, Jan., 1901. z

Chester Street Passenger Railway Co.—Chartered July 13, 1882. Annual meeting second Monday in Jan. Leased to Chester Traction Co. for $15,000 per annum, equivalent to 10 p. c. on capital stock.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share. Dividends 10 p. c. per annum, payable Jan. and July, by Chester Traction Co.

FUNDED DEBT.—None.

OFFICERS.—Pres. J. F. Black, Sec. & Treas. Wm. B. Harvey,

DIRECTORS.—Robert Wetherill, Wm. S. Blakely, Wm. B. Broomall, Geo. B. Lindsay, Geo. C. Hetzel, J. F. Black, Richard Wetherill.

GENERAL OFFICE, 4th & Penn Sts., Chester, Pa.

Date of information, Dec., 1901. b

Chester, Darby & Philadelphia Railway Co.—Chartered June 20, 1892. Leased to Chester Traction Co. for $13,450 per annum.

CAPITAL STOCK, $100,000. Dividends 5 p. c. payable Jan. and July per annum, amounting to 6 p. c. on capital stock, interest on bonds and tolls on telford road.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated July 1, 1893, due 1913; int. payable Jan. and July, at office of Delaware County Trust Co., of Chester, trustee of mortgage.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. Wm. S. Bell, Supt. A. G. Jack.

DIRECTORS.—Richard Wetherill, J. Frank Black, E. J. Moore, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Dec., 1901. b

Chester & Media Electric Railway Co.—Chartered Apr. 18, 1892. Annual meeting second Monday in Jan. Leased to Chester Traction Co., for $11,290 per annum, being 6 p. c. on stock and interest on bonds.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends, 6 p. c. payable Jan. and July.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Apr. 1, 1893, due 1913; denom. $1,000; int. payable Apr. and Oct.

OFFICERS.—Pres. Richard Wetherill, Sec. & Treas. Wm. B. Harvey.

DIRECTORS.—Richard Wetherill, J. Frank Black, Geo. B. Lindsay, Henry C. Moore, John A. Rigg.

GENERAL OFFICE, Chester, Pa.

Date of information, Dec., 1901. b

Philadelphia, Morton & Swarthmore Street Railway Co.—This company is constructing an electric railway from Darby to Media and Darby to Chester, practically connecting Philadelphia with Chester via Morton and Swarthmore. Construction work is about completed and the road is partly in operation, and is leased to the Media, Middletown, Aston & Chester Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 5 ft. 2 in.; 70 lb. T rail.

OFFICERS.—Pres. F. W. Hammett, V. Pres. Lewis J. Levick, Sec. & Treas. E. J. Hasse, Gen. Man. W. H. Janney, Ch. Engr. A. Engstrom.

GENERAL OFFICE AND POWER STATION, Folsom, Pa.

Date of information, Mar., 1902. z

CHICAGO, ILL.

Population in 1880, 503,185, in 1890, 1,099,850, in 1900, 1,698,575.

Chicago Union Traction Co.—Incorporated June 3, 1899. This company purchased for cash $3,200,000 of the stock of the West Chicago Street R. R. Co., and $2,000,000 of the stock of the North Chicago Street R. R. Co., and the two companies were leased to this company in June, 1899, the West Chicago R. R., at a yearly rental of 6 p. c. on its capital stock outstanding ($13,189,000), and the North Chicago R. R. at a yearly rental of 12 p. c. on its capital stock outstanding ($7,920,000). On Apr. 14, 1900, the Chicago Consolidated Traction Co. was acquired by this company, paying $45 in bonds of the Chicago Consolidated Traction Co., bearing 4½ p. c. (interest guaranteed), and $1.50 in cash for each share of the consolidated company's stock; $14,500,000 out of the total issue of $15,000,000 stock have accepted the offer. $500,000 of the preferred and $250,000 of the common stock of this company is owned by the American Railways Co. of Philadelphia.

Capital Stock.—Common, authorized and issued, $20,000,000; par value, $100 per share.

Preferred, 5 p. c. authorized and issued, $12,000,000. Dividends paid, 1¼ p. c. quarterly on preferred stock; passed the last three quarters of 1901.

Operation.—Year ending June 30, (not including Consolidated Traction lines).

	1900.	1901.
Receipts from operation	$7,477,398	$7,289,139
" " other sources	868,350	869,671
" total	8,345,748	8,158,810
Operating expenses	3,761,797	3,942,194
Earnings	4,583,951	4,216,616
Deductions from earnings.		
Interest on loans, etc	45,390	72,665
Taxes	246,034	320,296
Rentals	3,688,452	3,665,080
Net income	604,075	158,575
Dividends	600,000	150,000
To surplus account	4,075	8,575

Officers.—Pres. & Gen. Man. John M. Roach, V. Pres. R. A. C. Smith, 2d V. Pres. W. H. Wilson, Treas. James H. Eckels, Sec. & Asst. Treas. Markham B. Orde, Audr. F. E. Smith, Supt. T. A. Henderson.

Directors.—P. A. B. Widener, Phila., Pa; H, B. Hollins, R. A. C. Smith, N. Y. City; C. K. G. Billings, Chas. L. Hutchinson, W. H. Wilson, Jesse Spaulding, Wm. Dickenson, J. V. Clark, James H. Eckels, J. M. Roach, Chicago.

References.—Subway plans, Vol. XVI, Aug. 4, '00, p. 711; Aug. 11, '00, p. 761 (ill.); street railway commission, Sept. 15, '00, p. 863; tunnel question, Sept. 8, '00, p. 854; Sept. 22, '00, p. 871; municipal ownership, July 21, '00, p. 673; test of public opinion, July 7, '00, p. 617; Aug. 11, '00, p. 765; annual report, Vol. XVIII, Aug. 3, '01, p. 165.

General Office, 444 North Clark St.

Date of information, Mar., 1902. z

For map of road see inset between pages 60 and 61.

North Chicago Street Railroad Co.—Chartered May 18, 1886, for 99 years. Annual meeting in Jan. In 1898, $1,320,000 new capital stock was issued for extensions and to retire $500,000, 6 p. c. certificates of indebtedness of 1891. In June, 1899, this company was leased to the Chicago Union Traction Co., at a yearly rental of 12 p. c. on its capital stock.

Capital Stock, authorized, $10,000,000, issued, $7,920,000; par value, $100 per share.

Funded Debt.—$7,729,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $3,171,000; coupon, but may be registered; dated 1886, due $1,500,000 in 1906, $1,250,000 in 1909, $421,000 in 1916; int. payable Jan. and July, at office of the company in Chicago; trustee of mortgage, Fidelity Insurance Trust & Safe Deposit Co., of Philadelphia.

Refunding 4½ p. c. gold bonds, authorized, $4,800,000, issued, series A, $1,614,000 (see note); dated Apr. 1, 1901, due 1931; int. payable Apr. and Oct., at office of Northern Trust Co., Chicago, trustee of mortgage.

** North Chicago City Ry. Co.'s first mortgage 4 p. c. bonds, $500,000; coupon, but may be registered; dated July 1, 1900, due 1927; int. payable Jan. and July, at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage.

North Chicago City Ry. Co.'s second mortgage 4½ p. c. bonds, authorized and issued, $2,500,000; coupon, but may be registered; dated 1887, due 1927; denom. $1,000; subject to call at any time; int. payable May and Nov., at office of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

The company has guaranteed the principal and interest of $688,000 of the bonds of the North Chicago Electric Railway Co., $255,000 of the bonds of the Chicago Electric Transit Co., $30,000 of the Evanston Electric Ry. Co., and $155,000 of the bonds of the North Side Electric Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the North Chicago Street R. R. Co. are still in force.

** These bonds were originally a 6 p. c. issue, falling due July 1, 1900, but were extended for 27 years at 4 p. c. on payment of 3 p. c. premium ($30 per bond).

Note.—This company has guaranteed the North Chicago Electric Ry. bonds ($649,000), the Chicago Electric Transit bonds ($255,000), the North Side Electric Street Ry. bonds ($155,000,) and the Evanston Electric Ry. bonds ($130,000).

Of the $4,800,000 refunding bonds, $1,614,000, called series A, have been issued to retire the 6 p. c. debenture certificates of the company, and $1,171,000 are reserved to take up the 5 p. c. bonds due in 1906, 1909 and 1916, and to pay a mortgage of $15,000 on the Dearborn Street property.

Leased Roads.—The company owns a controlling interest ($250,100 out of $500,000) in the capital stock of the North Chicago City Railway Co. (acquired in 1886) and operates the lines of that company under a 999 year lease, dated May 24, 1886, by the terms of which the company assumes the principal and interest of the lessor's bonded indebtedness and other liabilities, and pays as rental $30 per share on the outstanding capital stock ($249,900).

Operation.—No separate report of operations since consolidation. Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Receipts pass..	$2,479,813	$2,694,359	$2,826,800	$2,818,399	$2,921,425
" other..	85,805	86,128	86,909	93,154	83,898
" total..	2,565,618	2,780,487	2,913,709	2,911,552	3,015,323
Operating exp.	1,347,326	1,312,107	1,394,387	1,319,927	1,390,681
Earnings op'n..	1,218,292	1,468,380	1,519,322	1,591,626	1,624,642
Fixed charges.	465,648	471,252	524,231	636,463	543,665
Net income....	752,644	997,128	995,091	955,163	1,080,977
Dividends paid	659,913	659,922	758,901	791,943	870,957
To surp. acct..	92,731	337,206	236,190	163,220	210,020
Tot'l surp.acct.	1,357,076	1,694,281	1,930,470		
Ext'a div.20 p.c.		1,100,000	1,100,000		
Net surplus....		594,281	830,470		
P. c. op. exp. to total recpts..	52.5	47.2	47.8	45.3	46.1

Dividends, in 1890, 7 p. c.; in 1891, 8 p. c.; in 1892, 11.5 p. c.; in 1893, 11.5 p. c.; in 1894, 12 p. c.; in 1895, 12 p. c. and 20 p. c. extra; in 1896, 7, 8 and 9, 12 p. c. Dividends payable quarterly, in Jan., Apr., July, Oct. Dividends on North Chicago City Ry. stock 30 p. c., payable Jan., Apr., July, Oct.

Plant and Equipment.—Miles of track, 101; operated by electricity, 84, by cable, 17; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 1,000 horses. 915 cars, of which 282 are motor cars, 126 are grip cars and 507 trail cars; Wetherill, Allis and Fraser & Chalmers engines, Gen. Elec. dynamos and motors, Brownell, American, Stephenson, Pullman and Brill cars.

Officers.—Pres. J. A. Rose, V. Pres. H. F. Keegan, Sec. & Treas. M. B. Orde, Supt. T. A. Henderson, Elecn. J. F. Murphy.

Directors.—H. F. Keegan, M. B. Orde, F. E. Smith, L. R. Altemus, John A. Rose.

General Office, 444 No. Clark St.

References.—Description of road, Vol. VI., May, '90, p. 213 (ill.); Vol. IX, Jan., '93, p. 34 (ill.); Vol. X, Aug., '94, p. 514; description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of loop, Vol. IX, Mar., '93, p. 163; description of fire, Vol. IX, Dec., '93, p. 836; annual report in full, Vol. IX, Feb., '93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 132; Vol. XI, Feb, '95, p. 118; description of road, Vol. XIII, Feb., '97, p. 115 (ill.); description of power plant, Vol. XII, Oct., '96, p. 659 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

West Chicago Street Railroad Co.—Chartered July 19, 1887. Annual meeting in Jan. In June, 1899, this company was leased to the Chicago Union Traction Co. at a yearly rental of 6 p. c. on its capital stock.

Capital Stock, authorized, $20,000,000, issued, $13,189,000; par value, $100 per share.

Funded Debt, as follows:

First mortgage 5 p. c. coupon bonds, authorized, $4,100,000, outstanding $3,896,000; dated May 1, 1888, due 1928; denom. $1,000; int. payable May and Nov., in Chicago; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago.

Consolidated mortgage 5 p. c. gold bonds, authorized, $10,000,000, issued, $6,104,000, in escrow (see Note), $3,896,000; coupon, but may be registered; dated 1896, due Nov. 1, 1936; denom. $1,000; int. payable May and Nov., in New York and Chicago; trustees of mortgage, Central Trust Co., of New York, and Geo. Sherman.

Debenture 6 p. c. bonds, $497,000; coupon, but may be registered; dated Dec. 1, 1894, due 1914, but subject to call; denom. $1,000; int. payable June and Dec., at office of company.

Chicago West Division Ry. Co.'s first mortgage 4½ p. c. bonds, outstanding, $4,070,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July, at company's office; trustee of mortgage, Merchants' Loan and Trust Co.

Chicago Passenger Ry. Co's. first mortgage 6 p. c. bonds, authorized and issued, $400,000; coupon, but may be registered; dated Aug. 1, 1885, due 1903; denom. $1,000; int. payable Feb. and Aug.

Chicago Passenger Ry. Co.'s consolidated mortgage 5 p.c. bonds, authorized $2,000,000, issued, $1,600,000; in escrow $400,000 to retire Chicago Passenger Ry. Co.'s first mortgage 6 p. c. bonds, due 1903; coupon, but may be registered; dated Nov. 1, 1896, due 1936; denom. $1,000; int. payable May and Nov. at Equitable Trust Co., trustee of mortgage.

West Chicago Street R. R. Tunnel Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Feb. 1, 1889, due 1909; int. payable Feb. and Aug. at office of Illinois Trust and Savings Bank, of Chicago.

Power House mortgages of 1928-29 (int. 5 p. c.) $184,000.

The company has guaranteed the principal and interest of $180,000 of the bonds of the North Chicago Electric Ry. Co., $842,000 of the bonds of the Chicago Electric Transit Co., the $2,000,000 issue of the Cicero & Proviso Street Ry. Co. and $500,000 first mortgage bonds of the Ogden Street Ry. Co., all of which companies are now owned by the Chicago Consolidated Traction Co. It is understood, however, the guarantees of the West Chicago Street R. R. Co., are still in force.

Note.—$6,031,000 of the consol dated mortgage bonds have been issued for the purpose of retiring $2,700,000 outstanding 6 p. c. debenture bonds, and the floating debt, amounting to about $3,000,000. In Mar., 1898, the company wrote that $2,000,000 of the 6 p. c. debenture bonds had been taken up. $3,896,000 of the consolidated mortgage bonds are held in escrow to retire an equal amount of first mortgage bonds.

The bonds of the West Chicago Street R. R. Tunnel Co. are secured by a first mortgage on real estate and tunnel property costing $2,515,000, of which the real estate alone cost, $715,000.

In Mar. 1896, the stockholders of the Chicago Passenger Ry. Co. authorized the directors to increase its capital stock from $1,000,000 to $2,000,000, and to issue additional bonds to the amount of $1,000,000. It is understood that $730,000 of the new stock was subscribed for at par by the trustee representing the interest of the West Chicago Street R. R. Co. in the capital stock of the Chicago Passenger Ry. Co., and the remainder was taken at par by the outside stockholders. The bonds were sold to reimburse the West Chicago R. R. Co. for its expenditures upon the system of the Chicago Passenger Ry. Co.

Leased Roads.—The company owns a controlling interest ($625,100 out of $1,250,000) of the capital stock of the Chicago West Division Ry. Co. and operates it under a 99 year lease, by the terms of which the company assumes the principal and interest of the lessor's funded indebtedness ($4,070,000) and pays as rental 35 p. c. per annum on the outstanding capital stock ($624,900), which it does not own.

The Chicago West Division Ry. Co. owns a controlling interest ($1,460,000 out of $2,000,000) of the capital stock of the Chicago Passenger Ry. Co., and the company also operates this property under a 99 year lease, having assumed the lessor's funded indebtedness and agreed to pay 5 p. c. per annum on its entire capital stock.

The company operates the West Chicago Street R. R. Tunnel Co.'s property under a 999 year lease made in 1889, by the terms of which the company agrees to pay an annual toll on each car passing through the tunnel, to form a rental which shall never fall below an amount sufficient to pay the interest on the bonds and to provide a sinking fund for their retirement.

The company formerly leased the property of the Cicero & Proviso Street Ry. Co., and the Ogden Street Ry. Co., but these companies are now owned by the Chicago Consolidated Traction Co.

Operation.—Year ending Dec. 31,

	1894.	1895.	1896.	1897.	1898.
Rects. pass....	$4,142,453	$4,157,281	$3,973,895		
" other...	38,784	44,240	45,053		
" total....	4,181,237	4,201,477	4,018,948	$3,899,918	$4,031,904
Op. exp.....	2,518,626	2,267,195	2,138,378	1,929,664	2,017,947
Earn'gs op'n...	1,662,610	1,934,282	1,880,569	1,970,254	2,013,957
Deduc. earns.					
Int on b'nds..	240,862	241,813	241,800		
Taxes & int..	128,108	169,702	280,906	1,136,185	1,198,001
Rentals.....	490,500	490,500	493,407		
Net income....	803,139	1,032,266	864,455	834,069	815,956
Div. paid.....	1,184,298	791,340	791,340	791,340	791,340
To surp. acct..	*381,159	240,926	73,115	42,729	24,216
P. c. div. paid..	9	6	6	6	6
P. c. op. exp. to tot. rects..	60.25	54.0	53.2	49.5	50.4

* Deficit.

Dividends, in 1889, 5 p. c.; in 1890, 5 p. c.; in 1891, 4¼ p. c.; in 1892, 8¾ p. c.; in 1893, 9 p. c.; in 1894, 9 p. c.; in 1895–6–7–8–9–00, 6 p. c. Dividends payable quarterly in Feb., May, Aug., Nov.

Plant and Equipment.—Miles of track, owned 72.7, leased 130, total, 202.7; operated by electricity 165.68, by cable 30.42, by horses 6.6; gauge, 4 ft. 8½ in.; 43 lb. to 90 lb. tram and girder rail; 165 horses, 1,896 cars, of which 325 are motor cars, 200 are grip cars, and 1,371 trail and horse cars, 107 sweepers and snow plows.

Officers.—Pres. Daniel T. Hunt, V. Pres. & Gen. Man. J. M. Roach, 2d V. Pres. J. A. Rose, Sec. F. E. Smith, Treas. M. B. Orde, Asst. Sec. W. S. Bell, Supt. F. L. Fuller. Pur. Agt. E. A. Blodgett, Ch. Engr. J. Z. Murphy, Elecn. James R. Chapman.

Directors.—H. F. Keegan, M. B. Orde, F. E. Smith, L. R. Altemus, John A. Rose.

General Office, 444 North Clark St.

References.—Description of road, Vol VI, May, '90, p. 213 (ill.); Vol. IX, Jan, '93, p. 34; Vol. X, Aug., '94, p. 514; description of power plant, Vol. VI, June, '90, p. 281 (ill.); description of Milwaukee Ave. power plant, Vol. VII, Oct., '91, p. 511 (ill.); description of power plant, Vol. VIII, Nov., '92, p. 690 (ill.); description of Blue Island Ave. power plant, Vol. IX, Sept., '93, p. 594 (ill.): description of power plant, Vol. XI, Mar., '95, p. 165 (ill.); description of car shops, Vol. VII, Mar., '91, p. 122 (ill.); description of tunnel, Vol. VIII, Apr., '92, p. 244 (ill.); description of track, new loop, Vol. IX, Jan., '93, p. 13 (ill.); description of tunnel, Vol. X, May, '94, p. 290; increase of stock, Vol. IX, Sept., '93, p. 617; increase of bonds, Vol. XI, Mar., '95, p. 183; operating detail, sw. and sig. tower, Vol. VIII, Feb., '92. p. 70 (ill.); App. and Agr. blanks, Vol. IX, Feb., '93, p. 91; annual reports, Vol. IX, Feb., 93, p. 97; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, 132; Vol. XI, Feb., '95, p. 118; improvements, Vol. VII, Oct., '91, p. 508; description of repair shop, Vol. XII, Apr. '96, p. 224 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 605; annual report, Vol. XV, Feb. '99, p. 105.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

Chicago Consolidated Traction Co.—Chartered Jan. 28, 1899. On Apr. 14, 1900, this company and its properties were acquired by the Chicago Union Traction Co. The latter company paid $45 in Chicago Consolidated Traction bonds and $1.50 in cash for each $100 of stock. On Feb. 27, 1899, this company purchased the entire property and assets of the following companies, exchanging for the capital stock of these companies its own capital stock in the proportion given below:

	Old stock.	New stk. received.
Evanston Electric Ry. Co.....	$ 1,000,000	$ 500,000
North Chicago Electric Ry. Co.*.....	2,000,000	3,500,000
Chicago Electric Transit Co.....	1,500,000	3,750,000
Ogden Street Ry. Co.....	2,000,000	1,100,000
Cicero & Proviso Street Ry. Co.....	2,500,000	1,550,000
North Side Electric Street Ry. Co....	1,500,000	3,000,000
Chicago, Jefferson & Urban Transit Co.	2,000,000	1,100,000
	$12,500,000	$14,500,000

*Including the Chicago North Shore Street Ry. Co.

The lines of this company extend over the entire North, Northwest, West and Southwest sections of the city of Chicago, and connect at their respective terminal points with the lines of the North & West Chicago Street Railroad systems.

Capital Stock, authorized and issued, $15,000,000, par value $100 per share. $14,500,000 of this capital stock was issued in exchange for $12,500,000 capital stock of underlying companies, as mentioned above, and $500,000, was sold for cash.

Funded Debt.—First mortgage 4½ p. c. gold bonds, authorized and issued, $6,750,000; dated Dec. 1, 1899, due 1939, denom. $1,000; nt. payable at office of Equitable Trust Co., of Chicago, trustee of mortgage. Guaranteed principal and interest by the Chicago Union Traction Co.

The Chicago Consolidated Traction Co., when organized, assumed the following obligations of the purchased companies:

	Int.	Per ct.	Amt. Outstg.
North Side Elec. St. Ry. Co's. 1st mortgage		6	$ 155,000
Chicago Elec. Transit Co's. " "		6	1,097,000
North Chicago Elec. Ry. Co's. " "		6	868,000
*Chicago No. Shore St. Ry. Co's. " "		6	675,000
" " " " " " int. on stock.		6	650,000
Evanston Electric Ry. Co's. 1st. mortgage		6	130,000
Cicero & Proviso St. Ry. Co's. " "		6	474,000
" " " " " con. bonds.		5	1,078,000
Ogden Street Ry. Co's. 1st mortgage			750,000
Chic. Jefferson & Urban Trans. Co's. 1st mort.			208,000
Total.....			$6,085,000

*Guaranteed by the North Chicago Electric Ry. Co.

By the terms of the trust deeds of the above named mortgages, there can be no more bonds issued, except for construction and then for only 75 per cent. of the actual expenditure therefore. The Chicago Consolidated Traction Company has guaranteed the bonds of the subsidiary companies and an additional guarantee of the North Chicago Street Ry. Company is also placed upon $1,228,000 of the above stated issues and the guarantee of the West Chicago Street R. R. Co. upon $3,058,000 thereof.

Balance Sheet.—Dated Feb. 27, 1899.

ASSETS.

Construction road bed, power house, car houses, rolling stock, and rights of way.....	$20,953,464.74
Real estate.....	13,312.94
Material and supplies on hand.....	3,995.80
Cash in bank.....	286,779.98
Bills and accounts receivable.....	73,066.14
Suspense accounts, including taxes and insurance to be prorated monthly.....	8,948.01
Chicago North Shore Street Railway Co. lessors (account paving).....	10,284.87
Total.....	$21,349,852.48

LIABILITIES.

Consolidated mortgage 5 p. ct. bonds, C. & P. St. Ry.	$21,078,000.00
Stock of C. N. S. St. Ry. Co. (6 p. ct. guaranteed)....	650,000.00
Accounts payable.....	59,603.19
Bills payable.....	12,485.00
Unpaid coupons (not presented).....	1,860.00
Accrued coupon interest.....	65,559.91
Accrued rental of leased roads (C. N. S. St. Ry. Co.).	10,125.00
Employees' deposits.....	2,930.00
Deferred paving.....	11,070.00
Unearned advertising.....	240.00
Surplus.....	100,979.38
Total.....	$21,349,852.48

Plant and Equipment.—Miles of track (electric), 230; gauge, 4 ft. 8½ ins.; 75 lb. to 85 lb. girder rail; 269 motor cars and 62 trail cars, 208 motor equipments.

Officers.—Pres. John M. Roach, V. Pres. Edwin S. Harwell, Sec. & Treas. C. F. Marlow, Supt. W. E. Halm, Engr. & Elecn. J. R. Chapman.

General Offices and Transfer Offices, 54 Wall St. New York City, and 444 North Clark St., Chicago.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

Chicago City Railway Co.—Chartered Feb. 14, 1859, for 99 years. Annual meeting on first business day after Feb. 15.

Capital Stock.—Total authorized, $19,000,000, issued, $13,500,000, to be issued July 1, 1901, $4,500,000. The issue of July 1, 1901, is for the purpose of redeeming the $4,619,500 of bonds described below.

Funded Debt.—First mortgage 4½ p. c. bonds, authorized, $6,000,000, issued, $4,619,500; coupon, but may be registered; dated July 1, 1881, due 1901, but redeemable at option of company at any time on 60 days' notice; denom. $100, $500 and $1000; int. payable Jan. and July in Chicago; trustee of mortgage, Charles L. Hutchinson, of Chicago.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Rects fr'm pass..	$4,781,055	$4,799,606	$5,162,665	$5,506,313	$5,856,386
" other sources	35,461	33,200	31,774	36,866	43,884
" total.....	4,816,516	4,832'806	5,194,439	5,543,179	5,900,271
Operating exp's (inc'ing taxes).	2,908,982	2,926,490	3,325,677	3,655,900	3,869,173
E'rn'gs fr'm op'n	1,907,534	1,906,316	1,868,762	1,888,179	2,031,098

Please note date of information at end of each report.

Deduc. fr'm earn.	1897.	1898.	1899.	1990.	1901.
Int. on bonds.	207,878	207,878	207,878	207,878	103,938
Depreci'n and new rails...	181,568	50,000			180,000
Cars and car equipment.....			90,000		
Net income.....	1,649,656	1,608,438	1,660,884	1,680,301	1,747,160
Dividends paid..	1,440.000	1,440,000	1,499,997	1,575,000	1,620,000
To surplus acct..	209,656	168,468	160,887	105,301	127,160
P. c. op. exp. to total receipts..	60.8	60.55	64.02	65.94	65.5
Daily receipts...		13,150	14,144	15,086	16,045

STATISTICS OF OPERATION.

Year ending Dec. 31,	1898.	1899.	1900.	1901.
Rev. pass. car. cab.	38,482,628	38,428,405	43,228,849	
" " horse	477,313	629,346	443,373	
" " elec.	57,032,173	64,195,549	67,170,980	
" " total	95,992,114	103,253,300	110,843,202	117,863,990
Trans. " "			46,118,004	49,415,733
Total.....				167,279,723
Miles run, cable...	11,678,020	11,741,840	15,702,380	13,809,620
" " horse ..	143,000	111,470	104,960	106,090
" " electric..	12,563,380	14,517,690	13,425,020	16,727,540
" " total....	24,385,300	26,371,000	29,232,360	30,643,250
Pass.rec.car mile,c.	$.16477		$.160	
" " " h.	.15685		.200	
" " " e.	.22698		.213	
" " " Av.		.195	.188	.191
Op. exp.car mile, c.	.10815		.112	
" " h.	.27258		.244	
" " e.	.12929		.135	
" " av'ge	.12001	.12611	.125	.126

Dividends, 12 p. c. per annum. In 1893, 24 p. c. Dividends payable quarterly, Mar. June, Sept. and Dec. In 1901, 12 p. c. on $13,500,000, for first 6 months and 9 p. c. on $18,000,000 for last 6 months.

Plant and Equipment.—Miles of track, 214.77; operated by horses, 1.86, by electricity, 178.14 by cable, 34.75; gauge, 4 ft. 8½ in.; 78 lb. to 85 lb. girder rail; 78 horses, 2007 cars, of which 1093 are motor cars, 251 are grip cars, 8 mail cars and 655 trail cars; West. dynamos and West. and Gen. Elec. motors; cars built by the C. C. Ry. Co., Jones, Brill, Stephenson, Pullman, Wells & French, St. Louis; Maguire and Moore trucks.

Officers.—Pres. D. G. Hamilton, 1st V. Pres. Joseph Leiter, 2d V. Pres. Wm. B. Walker, Treas. Thomas C. Penington, Sec. Frank R. Greene, Auditor C. N. Duffy, Gen. Man. Robt. McCulloch.

Directors.—Samuel W. Allerton, Joseph Leiter, D. G. Hamilton, William B. Walker, Lawrence A. Young, George T. Smith, Arthur Orr.

General Office, 2020 State St.

References.—Description of road, Vol. VIII, Dec., '92, p. 724 (ill.); Vol. IX, Jan., '93, p. 34; Vol. X, Aug., '94, p. 510 (ill.); description of new elec. power plant, Vol. IX, Aug., '93, p. 510 (ill.); description of engine room, Vol. VIII, June, '92, p. 333 (ill.); description of loop, Vol. VIII, July, '92, p. 394; description of signal-tower, Vol. IX, May, '93, p. 326; description of system of cable handling, Vol. X, Aug., '94, p. 496 (ill.); coal consumption, Vol. X, Aug., '94, p. 497; description of switching system, Vol. X, Sept., '94, p. 577 (ill.); description of track crossings, Vol. XI, Jan., '95, p. 44 (ill.); description of tower wagon, Vol. XI, Mar., '95, p. 149 (ill.); description of tunnel construction on 21st St., Vol. XI, Mar., '95, p. 170 (ill.); repairing split gear, Vol. XI, Mar., '95, p. 171 (ill.); operating detail, snow and wreckage, Vol. XI, Mar., '95, p. 157; annual reports, Vol. IX, Feb., '93, p. 96; Vol. X, Feb., '94, p. 115; Vol. X, Feb., '94, p. 133; Vol. XI, Feb., '95, p. 118; description of road, Vol. IX, Mar., '93, p. 162; description of power plant, Vol. XI, Souv., '95, p. 68 (ill.); description of electric transfer table, Vol. XI, May, '95, p. 309 (ill.); description of power plant, Vol. XIII, Mar., '97, p. 163 (ill.); recent extensions (brief), Vol. XII, Dec., '96, p. 757; description of road (brief), Vol. XII, Oct., '96, p. 604; operating detail, Vol. XII, Aug., '96, p. 468 (ill.); new motors (brief), Vol. XII, July, '96, p. 441 (ill.); operating detail, Vol. XII, July, '96, p. 402 (ill.); proposed extensions (brief), Vol. XII, May, '96, p. 281; party car and mail car, Vol. XII, June, '96, p. 359 (ill.); operating detail (brief), Vol. XII, June, '96, p. 357; annual report, Vol. XIV, Feb., '98, p. 104; track indicator car, Vol. XIII, June, '97, p. 364 (ill.); new car coupler, Vol. XIII, June, '97, p. 367 (ill.); handling of controllers, Vol. XIII, Sept., '97, p. 538 (ill.); operating detail, Vol. XV, Feb., '99, p. 105; repair shop records, Vol. XV, Apr., '99, p. 222; annual report, Vol. XVI, Jan. 27, '00, p. 101; annual report, Vol. XVII, Jan. 26, '01, p. 135; annual meeting, Vol. XVII, Jan. 26, '01, p. 135.

Date of information, Mar., 1902. z

For map of road see inset between pages 60 and 61.

The Calumet Electric Street Railway Co.—Chartered 1890. This company has leased a portion of the lines of the Chicago Electric Traction Co., and makes connection with the South Side Elevated R. R. Co.'s line at South Park Avenue, giving direct rapid transit to the center of the city for all the outlying districts of South Chicago, Parkside, Manhattan and Cheltenham Beaches, Robey and Hammond, Ind., also Burnside, Auburn Park, Roseland, Kensington, West Pullman, Pullman and Fernwood. It makes direct connection with the lines of the Chicago City Ry. Co. at these points, and also connects with the South Side Elevated R. R. Co.'s line at Stony Island Ave. and 63d St., and with the Illinois Central R. R. at Grand Crossing and at 67th St. Receiver was appointed for this road on Apr. 30, 1897. In Mar. 1900, Edwin A. Potter succeeded John McNulta as receiver.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, outstanding, $51,000; dated Sept. 1, 1892, due 1912; int. payable Mar. and Sept.

Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000; issued, $2,949,000; coupon, but may be registered; dated Nov. 1, 1894, due, 1909; denom. $1,000; int. payable May and Nov., at office of The Equitable Trust Co., of Chicago, trustee of mortgage.

Receiver's 5 p. c. certificates, authorized, $850,000; issued, Feb. 1, 1901, $506,000; dated July 1, 1899, redeemable July 1, 1904.

Plant and Equipment.—Miles of main line, 48, of second track, 42, total track (electric), 90; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 227 cars, of which 115 are motor cars and 112 trail cars; Ball, Buckeye and A. & S. engines, Gen. Elec., Walker and Detroit dynamos and motors, American, Lamokin, Pullman and St. Louis cars.

Officers.—Receiver Edwin A. Potter, Pres. John Farson, Sec. & Treas. E. E. Simmons, Gen. Man. H. M. Sloan.

Directors.—Edwin A. Potter, G. E. Adams, John Farson, Charles R. Corwith, Frank H. Jones.

General Office, N. Y. Life Insurance Building, Chicago, Ill.

References.—Description of road, Vol. IX, Mar., '93, p. 161 (ill.); increase of bonds, Vol. XI, Mar., '95, p. 183; lease (brief), Vol. XII, Aug., '96, p. 473; recent extensions (brief), Vol. XII, Dec., '96, p. 757.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

Chicago Electric Traction Co.—Chartered Jan. 3, 1898, for 50 years. Municipal franchises granted at various times from 1893-97, for periods of 20 to 50 years. This is a reorganization of The Englewood & Chicago Electric Street Railway, which was sold at foreclosure sale Oct. 12, 1897 (confirmed Nov. 19, 1897). This company owns the franchises originally owned by the Harvey Transit Co., which was absorbed by the Harvey Water & Light Co., of Harvey, Ill. On June 13, 1900, Charles Henrotin was appointed receiver. This road was equipped for storage battery operation, but has been changed to the overhead trolley system.

Capital Stock, authorized, $2,000,000, to be held in voting trust for five years.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000; dated Jan. 1, 1898, due 1928; denom. $1,000; int. payable Jan. and July at office of Manhattan Trust Co. of New York; trustees of mortgage, J. Kean and Manhattan Trust Co.

Second consolidated mortgage, 5 p. c. income bonds, authorized and issued, $2,000,000; dated Jan. 1, 1899, due 1929; denom. $1,000; int. payable Apr. and Oct.

Second mortgage bonds are debentures for first 5 years only.

Operation.—Year ending Dec. 31,	1901.
Gross receipts.....	$99,255
Operating expenses.....	74,103
Earnings.....	25,152

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 65 motor cars and 20 trail cars; Bullock engines, St. Louis cars, Dupont trucks.

Officers.—Receiver Charles Henrotin, Pres. Isaac L. Rice, Sec. & Gen. Man. E. R. Gilbert, Treas. J. S. Bache, Supt. A. E. Davies.

Directors.—Samuel R. Shipley, Henry Levis, Philadelphia; Isaac L. Rice, Jules S. Bache, New York; Charles R. Holden, Carl Meyer, E. R. Gilbert, William L. Tibbs, Thomas A. Moran, Jr., Alfred S. Austrian.

General Offices, 88th St. and Vincennes Road.

References.—Results of storage battery traction, Vol. XIV, Jan. 98, p. 43.

Date of information, Mar., 1902. z

For map of road see inset between pages 60 and 61.

Chicago General Railway Co.—Chartered Oct. 21, 1893. Annual meeting second Monday in Jan. In May, 1896, the West & South Towns Street Ry. Co. was consolidated with this company. On Apr. 17, 1900, Frank H. Sellers was appointed receiver, and reorganization committees of bondholders and stockholders were appointed, but up to Jan., 1902, no definite reorganization plan had been adopted.

Capital Stock, authorized, $10,000,000, issued, $772,350 (see note); par value, $100 per share.

Funded Debt.—General mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $1,438,000 (see Note); dated Nov. 1, 1895, due 1935, but subject to call at 105 and interest on Nov. 1, 1905, or semi-annually thereafter; coupon but may be registered; denom. $500 and $1,000; int. payable May and Nov., at office of Merchants' Loan & Trust Co., of Chicago, trustee of mortgage; 1900 and 1901 coupons defaulted.

Please note date of information at end of each report.

West & South Towns Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000, but outstanding Feb. 1, 1902, $290,000; coupon, but may be registered; dated Feb. 8, 1892, due Aug. 1, 1912, but redeemable after Feb. 1, 1902, at 105 and interest; denom. $1,000; int. payable Feb. and Aug., at office of Merchants' Loan & Trust Co.; trustee of mortgage, Northern Trust Co., of Chicago; Aug., 1900 and subsequent coupons defaulted.

Note.—$272,350 of the stock issued is in litigation; $362,000 of the general mortgage bonds are held in escrow to retire the West & South Towns Ry. Co.'s bonds described above.

Operation.—Year ending Dec. 31.

	1895.	1896.	1897.	1898.
Receipts from passengers	$81,221	$80,027	$78,699	$117,294
" other sources	861	16,224	-,122	2,445
" total	82,082	96,251	79,821	119,739
Operating expenses	64,334	49,273	42,517	59,573
Earnings from operation	17,748	46,978	37,304	60,166
Deductions from earnings.				
Fixed charges		45,248	36,155	55,202
Net income		1,730	1,149	4,964

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.
Maintenance	$10,357	$ 5,473	$11,733
Transportation	38,916	29,411	39,763
General expenses and taxes		7,633	8,077
Total	$49,273	$42,517	$59,573

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 5 horses; 30 motor cars; Bates engines, Gen. Elec. dynamos and motors, Pullman cars, Peckham trucks.

Officers.—Pres. J. P. Black, V. Pres. C. L. Bonney, Sec. & Treas. L. C. Bonney, Ch. Engr. G. W. Botham.

Directors.—C. L. Bonney, N. D. Lawton, J. P. Black, Lawton C. Bonney, Lyman M. Paine, W. A. Goodman, M. F. Driscoll.

General Office, 1496 W. 22nd St.

References.—Increase of bonds, Vol. XI, Jan., '95, p. 58; annual report, Vol. X, Sept., '94, p. 600; Vol. XI, Feb., p. 119. WEST & SOUTH TOWNS STREET RY. CO.—Prospectus, Vol. IX, Mar., '93, p. 161; receiver appointed, Vol. XVI, Apr. 21, '00, p. 401; municipal ownership and reduced fares, Aug. 4, '00, p. 761; reorganization, Sept. 1, '00, p. 850.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

South Chicago City Railway Co.—Chartered May 31, 1883, for 99 years. Annual meeting in May. This company is operated in connection with the Hammond, Whiting & East Chicago Electric Ry. Co., from Madison Ave. and 63d St., south and east along the Lake Michigan Shore, and the Calumet River, in Chicago, and Lake County, Indiana.

Capital Stock, authorized, $2,000,000, issued, $1,603,800; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,513,000; coupon, but may be registered; dated Apr. 1, 1893, due Oct., 1913; denom. $1,000; int. payable Apr. and Oct., at office of Illinois Trust & Savings Bank, of Chicago, trustee of mortgage.

First mortgage 5 p. c. currency bonds, issued, $50,000; dated July 1, 1890, due 1910; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 37; gauge, 4 ft. 8½ in.; 75 lb. and 85 lb. girder rail; 57 motor cars and 40 trail cars; Wheelock and Allis-Corliss engines, Stirling boilers, Gen. Elec. and West. dynamos, West. motors, St. Louis, Pullman and Brownell cars.

Officers.—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. Treas. & Pur. Agt. O. S. Gaither, Supt. Wm. Walmsley.

Directors.—D. F. Cameron, V. Shaw Kennedy, D. M. Cummings, C. R. Corning, O. S. Gaither.

General Office, 308 First National Bank Building.

References.—Description of road, Vol. IX, Mar., '93, p. 162; recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

The Suburban Railroad Co.—This company was chartered originally in May, 1895, under the name of the Suburban Electric Ry. Co. It leased in May, 1896, for 50 years, the Harlem & Batavia Division and the Southwestern Division of the Chicago & Northern Pacific Ry. The company owns municipal franchises for the village of Riverside, the town of Cicero and the villages of La Grange and Grossdale.

Capital Stock, authorized and issued, $1,250,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $3,000,000, issued, $1,250,000; dated Mar. 2, 1896, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Chicago Title & Trust Co., trustee of mortgage, and also at their New York correspondent's office.

Further issue of bonds may be made at the rate of $50,000 per mile double track, or $30,000 per mile single track owned.

Plant and Equipment.—Miles of track owned 33.5, leased 24, total, 57.5, of which 47.5 are electric and 10 steam; gauge, 4ft. 8½ in.; 70 lb. rail; 28 cars, of which 20 are motor cars, 4 trail cars and 4 steam cars; Walker dynamos and motors, Pullman cars.

Officers.—Pres. & Gen. Man. J. M. Roach, V. Pres. George A. Yuille, Sec. C. L. Leeds, Treas. C. F. Marlow, Supt. J. J. Linden, Elecn. James R. Chapman.

Directors.—Charles H. Crossette, H. K. Galpin, S. P. Shope, David B. Lyman, Herbert Holcomb.

General Office, 89 W. Washington St., Chicago.

References.—Increase of bonds (brief), Vol. XIII, Jan.,'97, p. 31; construction of track, Vol. XIII, Aug. '97, p. 493 (ill.); description of road, Vol. XIII, Sept. '97 p. 524 (map).

Date of information, Jan., 1901. d

For map of road see inset between pages 60 and 61.

Northern Electric Railway Co.—Chartered Mar., 1894, for 50 years. Annual meeting, second Monday in May.

Capital Stock, authorized and issued, $50,000.

Funded Debt.—First mortgage bonds authorized and issued, $50,000; coupon, but may be registered; dated Dec. 1, 1894, due June 1, 1914; denom. $1,000; int. payable in gold at office of Chicago Title & Trust Co., of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 5; 6 motor cars.

Officers.—Pres. Paul Dickinson, Sec. M. S. Gilbert, Treas. Edward Moore.

General Office, 68 Churchill St., Chicago.

Date of information, Feb., 1902. d

For map of road see inset between pages 60 and 61.

Chicago & Milwaukee Electric Railway Co.—Chartered May, 1898, for 99 years. Municipal franchises granted at different periods for from 20 to 50 years. Annual meeting first Monday in August. This company is the successor to the North Shore Interurban Ry. Co. of Waukegan, Ill., and has purchased the property of the Bluff City Electric Street Railway Co. The road connects about fifteen suburban towns lying nearly north and south in a straight line with Chicago, has no grade crossings, and connects at Evanston with the Northwestern Elevated Railway. About 10 miles of the line are built on private right of way. The entire line from Evanston to Waukegan was opened in Aug. 1899.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $1,000,000, in escrow, $500,000; dated July 1. 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of Standard Trust Co., of New York and Cleveland Trust Co., of Cleveland, the latter and the Royal Trust Co., of Chicago, being trustees of mortgage.

Note.—The first mortgage bonds may be called for payment on and interest date at three months' notice, and at a price of 105 and accrued interest. The bonds held in escrow by the trustee are to be certified and delivered at the rate of 75 per cent. of the actual cost of betterments and extensions. The mortgage provides for the payment to a sinking fund of $50,000 per annum after July 1, 1909.

Operation.—Year ending Dec. 31,	1900.	1901.
Gross receipts	$140,685	$171,172
Operating expenses	59,515	74,015
Earnings from operation	$ 81,169	$ 97,157

Plant and Equipment.—Miles of track (electric), 43; gauge, 4 ft. 8½ in.; 65 lb. T and 85 lb. girder rail; 37 cars, of which 19 are motor cars and 18 trail cars; 1,500 H. P. station plant; Filer & Stowell engines, Gen. Elec. dynamos and motors; Brill, St. Louis and Pullman cars, Brill and Peckham trucks.

Officers.—Pres. Geo. A. Ball, V. Pres. A. C. Frost, Sec. George M. Seward, Treas. J. W. Mauck, Gen. Supt. R. S. Ives.

Directors.—George A. Ball, A. C. Frost, George M. Seward, J. W. Mauck.

General Office, 108 La Salle St., Chicago, Ill., Supt.'s office and Power Station, Highwood, Ill. Substations at No. Chicago and Winnetka.

References.—Notes on operation of power plant, Vol. XVI, July 7, '00, p. 605 (ill. and maps); description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Feb., 1902. z

ELEVATED RAILROADS.

South Side Elevated Railroad Co.—Chartered Jan., 1897, as a reorganization of the Chicago & South Side Rapid Transit R. R. Co., which was sold under foreclosure of mortgage on Sept. 16, 1896 for $4,100,100.

Please note date of information at end of each report.

Capital Stock, authorized and issued, $10,323,800, being the equivalent of the first and second mortgage bonds and overdue interest of the Chicago & South Side Rapid Transit R. R. Co. on Jan. 1, 1897; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $1,500,000, issued $750,000; dated July 1, 1897, due 1907; denom. $500 and $1000; int. payable Jan. and July at office of Illinois Trust & Savings Bank, Chicago, Ill., trustee of mortgage.

Operation.	11 mos. ending Dec. 31, 1897.	Year ending Dec. 31, 1898.	Year ending Dec. 31, 1899.	Year ending Dec. 31, 1900.	Year ending Dec. 31, 1901.
Rec'ts from pass....	$611,876	$944,927	$1,131,400	$1,249,543	$1,316,009
" other sources.	25,470	33,403	38,977	37,093	46,222
" total.....	637,346	978,330	1,170,381	1,286,636	1,362,231
Operating expenses.	487,746	522,958	**669,933	**748,401	682,600
Earn'gs from oper'n	149,601	455,372	500,448	538,235	679,631
Deduct. from earn.					
Interest on bonds.	|	22,500	33,750	33,750	33,750
Taxes.....	27,657	26,108			
Loop rental & exp.		133,319			162,360
Net income.....	121,943	273,444	466,698	504,485	483,521
Dividends paid.....			306,672	306,765	357,955
To surplus account.			160,026	197,870	125,566
Total surp. account.	121,943		499,340	647,325	722,953
Per cent. op. exp. to total receipts.....	76.5	**67.1	57.2	58.16	50.1

\| Interest charged to construction account. ** Including loop rental and expenses.

OPERATING EXPENSES.

Years ending Dec. 31,	*1897.	1899.	1900.	1901.
Maint. of way and structures....	$22,736	$50,755	$44,844	$74,498
" rolling stock.....	40,627	79,489	106,648	105,279
Conducting transportation.....	348,660	297,490	333,133	361,619
General expenses.....	75,723	88,472	100,188	141,201
Loop rental and expenses.....		153,727	163,572	
Total.....	$487,746	$669,933	$748,401	$682,600

*Eleven months.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1900.	1901.
Passengers carried.....	24,990,878	26,320,189

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of property	$11,243,886	$11,388,976	$11,784,690	$11,787,044
Capital stock in treas.	69,255	92,330	92,390	92,390
Mat. and sup. on hand	17,407	16,790	24,158	23,613
Current assets.....	6,350	5,024	8,773	6,650
Due from Co.'s and ind.	4,896	9,056	4,380	4,741
Due from agents	3,414	6,244	4,031	4,441
Cash on hand.....	202,356	151,526	78,251	62,720
Total.....	$11,547,564	$11,669,946	$11,996,073	$11,981,599
LIABILITIES.				
Capital stock	$10,323,800	$10,323,800	$10,323,800	$10,323,800
Funded debt.....	750,000	750,000	750,000	750,000
Reserve for previous year's taxes.....	25,289	80,862		
Current liabilities....	53,087	15,944	224,888	134,846
Depreciation	39,539		50,000	50,000
Profit and loss(surplus)	355,849	499,340	647,385	722,953
Total.....	$11 547,564	$11,669,946	$11,996,073	$11,981,599

Plant and Equipment.—Miles of main line, 8.56, of second track, 8.56, of sidings, 1.5, total track (elevated electric), 18.62; gauge, 4 ft. 8½ in.; 90 lb. T rail; 56 locomotives 210 passenger cars, 1 supply car.

Officers.—Pres. Leslie Carter, V. Pres. A. A. Carpenter, Sec. & Treas. J. H. Glade, Audr. H. F. Hardy, Gen. Man. M. Hopkins, Supt. J. F. Morrison, Engr. of Maintenance G. T. Seeley.

Directors.—B. L. Smith, C. H. Wacker, C. J. Blair, T. J. Lefens, Leslie Carter, Jos. Leiter, W. B. Walker, Geo. E. Adams, E. Buckingham.

General Office, 47 Congress St.

Power Station, 40th & State Sts.

References.—Operating detail, Vol. VIII, Apr., '92, p. 251; annual report, Vol. X, Feb., '94, p. 147; change of owners, Vol. IX, Jan., 93, p. 68; general information, Vol. VIII, June, '92, p. 337 (ill.); opening, Vol. VIII, July, '92, p. 430; general information, Vol. VIII, Oct., '92, p. 605; Vol. VIII, June, '92, p. 337 (ill.), operating detail, Vol. XIII, July, '97, pp. 432, 444; electrical equipment, Vol. XIV, Jan., '98, p. 19; issue of bonds, Vol. XIV, June, '98, p. 331 (ill.); description of generators, Vol. XIV, Sept., '98, p. 550 (ill.); description of truck, Vol. XIV, Dec., '98, p. 814 (ill.); operating detail, Vol. XV, Feb. '99, p. 106; annual meeting, Vol. XVI, Feb. 10, '00, p. 187 (tables); annual report, Vol. XVI, Feb. 9. '01, p. 217 (tables).

Date of information, Feb., 1902. x z

For map of road see inset between pages 60 and 61.

Lake Street Elevated Railroad Co.—Chartered Aug. 24, 1892. Annual meeting in Jan. This company owns a double track elevated railway on Market St. from Madison to Lake, thence to the western city limits, a distance of about 6.4 miles, and has built an extension on Lake St. from Market to Wabash Avenue, which gives the road an entrance into the heart of the business district. In 1898 this company acquired a franchise for 1 mile of elevated and 1.5 miles of surface road, which was built by the Chicago & Harlem Ry. Co. (which see) and was placed in operation in Apr., 1899. In Feb., 1901, the company determined to erect its own power plant to reduce cost of power.

Capital Stock, authorized and issued, $10,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $5,600,000.

In Feb., 1901, by a reorganization of the company's finances, the debenture bonds, amounting to $4,038,000, with the old Ziegler bonds, $610,000, were cancelled, all being exchanged for first mortgage bonds.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from pass.....	$618,327	$684,217	$742,594	$767,796
" other sources.....	15,077	13,296	15,361	18,667
" total	633,404	697,513	757.955	786,462
Operating expenses.....	324,947	331,553	378,661	388,799
Earnings from operation	308,457	365,960	379,294	397,663
Deduc. from earnings.				
Interest on bonds.....	221,677	223,655	224,079	235,617
Miscellaneous interest....	37,667	37,745	37,756	56,248
Taxes	13,850	13,744	13,650	14,857
Loop and other rentals...	61,954	87,177	97,887	82,970
Other deductions.....			1,178	1,767
Deficit.....	26,691	*3,639	*4,753	*6,204
P.c.op.exp. to total recpts.....	51.30	47.53	49.9	49.4

*Surplus.

OPERATING EXPENSES.

Year ending Dec. 31,	1896.	1897.	1898.	1899.
Conducting transportation....	$121,780	$109,088	$110,522	$109,345
Motive power.....	152,728	141,798	138,568	138,993
General expense.....	39.354	36,076	30,859	44,376
Maintenance of way and struc.	9,908	12,437	14,242	38,839
" " equipment ...	15,613	29,725	30,587	
Total.....	$339.383	$329,124	$324,779	$331,553

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	1900.	1901.
Passengers carried.....	12,390,856	13,602,072	14,617,343	15,394,038
Train mileage.....	1,139,930	1,124,430		

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1895.	1897.
Construction and equipment....	$15,938,551	$15,583,821	$15,557,284
Tools, supplies, material on hand	15,334	14,321	1,708
Special repairs, foundations and structure	34,050		
Accounts receivable, etc.....	414,040	127,025	38,494
Suspense account.....	3,755	6,299	4,176
Cash.....	12,537	14,471	34,487
Revenue account.....	203,308		
Electrical construct. and equip..		341,814	369,818
Real estate and buildings.....		457,801	443,644
Bonds and stocks in treasury and escrow.....	308,750	261,947	262,046
Profit and loss (deficit).....		217,220	290,063
Total.....	$16,930,326	$17,024,719	$17,022,080
LIABILITIES.			
Capital stock.....	$10,000,000	$10,000,000	$10,000,000
First mortgage bonds.....	1,000,000	979,000	881,000
Collateral trust debentures, outstanding.....	3,929,400	3,951,600	4,015,200
Income bonds, outstanding.....	909,500	930,500	950,500
Income scrip, outstanding.....	72,850	57,400	53,300
Trust receipts.....	25,000	10,000	2,000
Encumbrances assumed on real estate	69,793	59,388	34,888
Bills payable.....	571,500	775,861	947,651
Vouchers and pay rolls.....	40,478	144,368	71,061
Reserve for taxes.....	14,000	12,231	12,000
Coupons unpaid.....	277,805	68,070	
Reserve for 52d St. Station.....	20,000		
Coupon interest.....		36,300	54,480
Total.....	$16,930,326	$17,024,719	$17,022,080

Plant and Equipment.—Miles of double track (elevated electric), 15; gauge, 4 ft. 8½ in.; 65 lb. to 80 lb. T rail; 140 cars, of which 37 are motor cars and 102 trail cars; Gen. Elec. dynamos and motors, Gilbert and Pullman cars.

Officers.—Pres. Clarence A. Knight, V. Pres. W. W. Miller, Sec. & Treas. Wm. V. Griffin, Gen. Supt. F. Hedley.

Please note date of information at end of each report.

Directors.—Clarence A. Knight, Henry C. Hackney, W. W. Miller, John C. Spry, J. C. Hutchins, Frank Hedley, W. W. Shaw, Chas. T. Page, W. V. Griffin.

General Office, 1117 Merchants' Loan & Trust Bldg.

References.—Increase of bonds, Vol. IX, June, '93, p. 419; annual report, Vol. XI, Feb., '95, p. 118; description of opening of road (brief), Vol. XII, July, '96, p. 443; electrical equipment (brief), Vol. XII, June, '96, p. 345; description of trucks, Vol. XIV, Nov., '98, p. 745 (ill.); annual report, Vol. XV, Feb., '99, p. 106; change of officers, Vol. XVI, July 21, '00, p. 674; annual report, Vol. XVII, Jan. 19, '01, p. 120.

Date of information, Mar., 1902. z

For map of road see inset between pages 60 and 61.

Metropolitan West Side Elevated Railway Co.—This company is a reorganization on Feb. 3, 1899, of the Metropolitan West Side Elevated Railroad Co., whose property was sold under foreclosure of mortgage. Annual meeting, Apr. 4.

Capital Stock.—Common stock, authorized and issued, $7,500,000; par value, $100 per share.

5 p. c. non-cumulative, preferred stock, authorized, $9,000,000, issued, $8,708,100; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $10,000,000, issued, $9,818,000; coupon, but may be registered; denom. $1,000; dated Aug. 1, 1898, due 1938; int. payable Feb. and Aug. at New York, and in Chicago; trustees of mortgage, Central Trust Co., and George Sherman. In Jan., 1900, an additional issue of $1,500,000 bonds was authorized by stockholders for new extensions.

This company guarantees the principal and interest of the first mortgage bonds of the Union Consolidated Elevated R. R. Co.

Operation.—Year ending Feb. 28,

	1900.	1901.	1902.
Receipts from passengers	$1,477,113	$1,582,575	$1,695,243
" " other sources	47,001	46,162	58,070
" total	1,524,114	1,628,737	1,753,313
Operating expenses	653,331	703,906	737,210
Earnings from operation	870,783	924,831	1,016,103
Deductions from earnings.			
Interest	378,320	384,153	392,320
Taxes	50,819	54,517	149,335
Rentals	180,451	190,988	201,122
Other deductions	1,100	49	*37,976
Net earnings from operation	260,093	295,124	235,350
Income from balances and rentals	10,022	8,352	4,640
Net income	270,115	303,475	239,990
Balance from previous year		55,398	54,090
Surplus for dividends		358,873	293,081
Dividends paid	217,702	304,783	261,243
Balance	52,413	54,090	31,838

*Accident Nov. 19, 1901.

Passengers carried year ending Feb. 28, 1902, 33,910,790.

Balance Sheet.—Dated Feb. 28,

ASSETS.	1900.	1901.	1902.
Cost of road and equipment	$25,599,925	$25,974,979	$26,018,670
" betterments	46,207		
Cash	495,476	246,421	331,737
Cash reserve for unassenting stock and bondholders	26,461	26,461	26,461
Accounts receivable	24,087	22,904	39,866
Material and supplies	23,057	23,567	21,728
Insurance	6,817		15,096
Bonds in treasury	542,000	192,000	192,000
Stock in treasury	291,800	291,900	291,900
Extensions		174,784	100,205
Total	$27,055,930	$26,953,016	$27,037,663
LIABILITIES.			
Capital stock	$16,500,000	$16,500,000	$16,500,000
Funded debt	10,000,000	10,000,000	10,000,000
Unpaid coupons	113,720	101,000	107,500
Accrued interest	31,527	32,693	32,693
" taxes	46,026	43,927	129,874
Accounts payable	309,260	85,524	118,641
Dividends uncalled for		130,705	87,167
Unused insurances		4,632	29,276
Balances		446	671
Profit and loss (surplus)	55,397	54,090	31,838
Total	$27,055,930	$26,953,016	$27,037,663

Plant and Equipment.—Miles of track (elevated electric), 37.28; gauge, 4 ft. 8½ in.; 80 lb. T rail; 87 motor cars, 243 trail cars, 21 special coaches and 10 miscellaneous cars, Allis engines, Gen. Elec. dynamos, Gen. Elec. & Walker motors, Barney & Smith and Pullman cars.

Officers.—Pres. Dickinson MacAllister, V. Pres. G. B. Harris, Audr. C. W. Hillman, Sec. & Treas. Geo. Higginson, Jr., Supt. of Transportation, R. R. Jarvie, Gen. Man. H. M. Brinckerhoff, Pur. Agt. B. I. Budd.

Directors.—W. W. Gurley, Dickinson MacAllister, John P. Wilson, Byron L. Smith, F. A. Delano, Geo. Higginson, Jr., Clarence S. Day, James B. Forgan, Benj. Allen, J. J. Higginson, R. Somers Hayes.

General Office. 1001 Royal Insurance Bldg., Chicago, Ill.

Power Station, Throop and Van Buren Sts.

References.—Description of road, Vol. XI, Feb., '95, p. 108 (ill.); Vol. XI., May, '95, p. 307; raising of tracks, XIII, July, '97, p. 411; a comparison of, Vol. XIV, Dec., '98, p. 755 (ill.); report, Vol. XVI, Jan. 27, '00, p. 102 (tables).

Date of information, Jan., 1902 x

For map of road see inset between pages 60 and 61.

Union Consolidated Elevated Railway Co.—Chartered in 1896 to build an elevated road connecting the Metropolitan West Side Elevated Road with the Union Elevated Road.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—Series "A," 1st mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $407,000; dated Nov. 1, 1896, due 1936; trustee of mortgage, Central Trust Co., of New York. These bonds are guaranteed, principal and interest, by the Metropolitan West Side Elevated Ry. Co.

Officers —Pres. Geo. E. Newlin, V. Pres. C. V. Weston, Sec. & Treas. Howard Abel.

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

Northwestern Elevated Railroad Co.—Chartered 1894. The contract for the construction of this road was originally let to the Columbia Construction Co., but owing to the stringency of the financial market, the Columbia Construction Co. was unable to fulfill its contract. This contract was therefore cancelled on Jan. 1, 1898. By an agreement made between the stockholders of the Northwestern Elevated R.R. Co. and the Columbia Construction Co., the stockholders of the Construction Co. are to receive 93.74 p. c. each of the Northwestern preferred and common stock for every $100 which was paid in. In 1898, a loan of $4,500,000, was secured through Blair & Co., of New York, to provide funds for the completion of the road. This loan was secured by notes as stated below. On Jan. 1, 1898, an ordinance was signed extending time for completion of this road to Jan. 1, 1900, and the road was then substantially completed, but was not opened for public convenience until May 31, following.

Capital Stock.—Common stock, authorized and issued, $5,000 000.

Preferred Stock, authorized and issued, 5 p. c. non cumulative, $5,000,000. Both the common and preferred stocks have been deposited with the Illinois Trust and Savings Bank under a voting trust agreement, vesting control to John J. Mitchell, Marshall Field and Jas. A. Blair as voting trustees until Mar. 1, 1906, and if at that time the 5 p. c dividend on the preferred stock has not been paid in full for the three consecutive years the trustees are to be continued until the dividends of that stock shall have been paid as stated.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $5,000,000; dated Jan. 1, 1900, due 1940, denom. $1,000; subject to call on any interest date at 105. On Jan. 1, 1902, these bonds were retired by the issue of $15,000,000 first mortgage 4 p. c. convertible gold bonds; dated Sept. 1, 1901, due 1911; redeemable after Sept. 1, 1906, at 102½; int. payable Sept. and Mar., at the office of the Illinois Trust & Savings Bank, or Blair & Co., New York City.

The company has guaranteed the principal and interest of the debenture bonds of the Lake Street Elevated R. R. Co.

Operation.—Year ending Dec. 31, 1901.

Receipts from passengers	$1,016,187
" " other sources (including rentals for 4 mos.)	84,677
" total	1,100,864
Operating expenses	376,140
Earnings from operation	724,723
Deductions from earnings.	
Loop account	101,635
Taxes	78,580
Interest on bonds	385,220
Net income	159,288

OPERATING EXPENSES.

Year ending Dec. 31, 1901.

General expenses	$ 52,821
Transportation expenses	267,578
Maintenance of way and buildings	26,748
" " equipment	28,993
Total	$376,140

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1900.	1901.
Passengers carried	10,185,141	20,327,005

Please note date of information at end of each report.

BALANCE SHEET.—Dated Dec. 31, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$24,778,714	Capital stock	$10,000,000
Bonds in treasury	1,122,400	Bonds	15,000,000
Due from companies and individuals	292,391	Mortgages	119,000
Current assets	223,798	Current liabilities including contracts for new equip. and additions to power house	739,465
		Reserv. for taxes & int.	261,532
		" " mainten.	15,000
		Surplus	282,306
Total	$26,417,303	Total	$26,417,303

Plant and Equipment.—Miles of track (elevated electric), 25.45.

Officers.—Pres. Clarence Buckingham, V. Pres. Charles Counselman, Sec. & Treas. W. V. Griffin, Gen. Supt. F. Hedley.

Directors.—Clarence Buckingham, Charles F. Ayer, Charles Counselman, W. W. Miller, John B. Dennis, Clarence A. Knight, W. V. Griffin.

General Office, 1117 Merchants' Loan & Trust Bldg.

Power Station, Southport and Fullerton Aves.

References.—Completion of road, Vol. XVI, Jan. 13, '00, p. 67; surface operation, Apr. 14, '00, p. 393; annual report; Vol. XVII, Jan. 19, '01, p. 125.

Date of information, Mar., 1902. z

For map of road see inset between pages 60 and 61.

Union Elevated Railroad Co.—Chartered Nov., 1894. This company operates an electric railroad loop or circuit around and through the business center of Chicago, which furnishes a downtown terminus for the Metropolitan West Side Elevated Ry. Co., the Lake Street Elevated R. R. Co., the Northwestern Elevated Co. and the South Side Elevated R. R. Co. Under a contract made on Dec. 19, 1894, with each of the four companies named, the Union Elevated R. R. Co. is to receive one-half cent per passenger carried over any part of its system, with a minimum guaranteed income of $250,000 per annum.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,387,000; dated Oct. 1, 1895, due 1945; int. payable Apr and Oct.

Dividends.—First 4 p.c. dividend, Sept., 1899; 2 p.c., Mar., 1900; 2 p.c., Oct., 1900.

Plant and Equipment.—Miles of track (elevated electric), 3.96 double track; 80 lb. rail.

Officers.—Pres. John B. Dennis, V. Pres. Clarence Buckingham, Sec. & Treas. W. V. Griffin.

General Office, 1117 Merchants' Loan & Trust Bldg.

Power Station, Market and Charles Sts.

References.—Description of road, Vol. XIII, Sept., '97, p. 550 (ill.); operating detail, Vol. XIII, Sept., '97 p. 553 (ill.).

Date of information, Jan., 1902. z

For map of road see inset between pages 60 and 61.

Aurora, Elgin & Chicago Railway Co.—This is a consolidation of the Aurora, Wheaton & Chicago Ry. Co., the Elgin & Chicago Ry. Co. and the Batavia & Eastern Ry. Co. This company is building 83 miles of track, and expects to have two thirds of the road in operation by the spring of 1902.

Capital Stock, authorized and issued, $3,000,000; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $3,000,000; dated May 15, 1901, due 1941; denom. $1,000; int. payable May 15 and Nov. 15, in Chicago and New York; American Trust & Savings Bank, Chicago, trustee of mortgage.

Officers.—Pres. L. J. Wolf, Cleveland, O.; V. Pres. M. H. Wilson, Sec. Edward Dickinson, Chicago; Treas. M. J. Mandelbaum, Cleveland, O.; Man. F. B. Bicknell, Chicago.

General Office, Title & Trust Bldg., Chicago, Ill.

Reference.—Description of road, Vol. XIX, Feb, 1, '02, p. 143.

Date of information, Mar., 1902. z

Aurora, Wheaton & Chicago Railway Co.—This company has been purchased by the Aurora, Elgin & Chicago Ry. Co., which see.

Date of information, Dec., 1901. x

Chicago & Harlem Street Railway Co.—This company was chartered in 1898 as the Cicero & Harlem Ry. Co. to construct one mile of elevated and one and a half miles of surface and incline road, as an extension of the Lake Street Elevated R. R., which was placed in operation in Apr., 1899. This company also owns rights conferred by Cicero Town Board to construct an additional road running north and south for about two miles.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, none outstanding, amount unlimited (see Note); dated May, 1899, due 1939; denom. $1,000; int. payable May and Nov., at office of Equitable Trust Co., of Chicago, trustee of mortgage.

Note.—The first $1,000,000 of the bonds were certified from time to time as present road was constructed, and additional bonds to an unlimited amount may be issued to 75 p. c. of cost of road built or acquired.

Officers.—Pres. Wm. G. Adams, V. Pres. Clarence A. Knight, Sec. & Treas. W. V. Griffin, Gen. Supt. F. Hedley.

General Office, 1117 Merchants' Loan & Trust Bldg., Chicago, Ill.

Date of information, Mar., 1902. z

Chicago, Harvard & Geneva Lake Railway Co.—This road was placed in operation in 1899, connecting Walworth, Wis., with Chicago.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $150,000, issued, $100,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars and 6 trail cars; 2-250 K. W. Westinghouse generators, Gen Elec. motors.

Officers.—Pres. L. S. Owsley, V, Pres. A. L. Dewar, Sec. H. H. Windsor, Gen. Man. H. T. Windsor.

General Office, Walworth, Wis.

Reference.—Description of park (brief), Vol. XVII, Feb., '01, p. 180.

Date of information, Mar., 1902. z

CHILLICOTHE, O.

Population in 1880, 10,938, in 1890, 11,288, in 1900, 15,612.

Chillicothe Electric Railroad. Light & Power Co.—Chartered Sept., 1894, to take over the property of the Chillicothe Electric Railway & Lighting Co., which was sold in Sept., 1894, to the General Electric Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $75,000; coupon, but may be registered; dated Jan., 1895, due 1925, redeemable after 1920, at the option of the company; denom. $1,000; int. payable Jan. and July, at office of the company; trustee of mortgage, Old Colony Trust Co.

OPERATION.—Year ending Jan. 15,

	1898.	1899.	1900.	1901.
Receipts from passengers	$11,824	$13,395	$15,682	$15,993
" " electric lights	12,531	22,395	27,088	27,710
" " motor earnings			1,423	2,180
" " other sources			108	17
" total	24,355	35,790	44,301	
Operating expenses (inc. taxes)	15,575	22,448	34,612	26,070
Earnings from operation	8,780	15,342	9,689	19,830
Deductions from earnings.				
Interest on bonds	3,600	3,600	4,500	4,500
Interest on floating debt		984	350	776
Taxes	556	632		
Rentals	108			
Other deductions		702	3,505	
Net income	4,517	9,424	3,839	14,554

BALANCE SHEET.—Dated Jan. 15,

ASSETS.	1898.	1899.	1900.	1901.
Treasury bonds on hand		$ 15,000		
Franchise		30,000	$30,000	$ 27,000
Real estate and buildings		15,635	15,925	15,940
Office furniture and fixtures		125	356	356
Cash on hand	234	330		129
Sundry subscribers		512	388	337
Overhead lines		35,741	37,704	38,483
Steam plan		23,646	24,110	23,894
Electric plant		28,223	31,840	33,176
Road bed and track	39,682	36,603	37,375	37,844
Cars and car equipment		12,429	12,505	12,569
Insurance accounts			102	
Interest paid in advance		38		
Tools				1,419
Profit and loss (deficit)		9,641	1,382	
Total	$176,007	$209,219	$191,687	$191,149

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	60,000	75,000	75,000	75,000
Taxes due June		247		
Bills and accounts payable	1,947	33,972	16,687	307
Profit and loss (surplus)	14,060			15,842
Total	$176,007	$209,219	$191,687	$191,149

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8½ in.; 56 lb. T rail; 13 cars, of which 8 are motor cars and 5 trail cars; Ideal and A. & S. engines, Gen. Elec. dynamos and motors, Barney & Smith and Brownville & Wright cars, McGuire trucks.

OFFICERS.—Pres. Willard A. Story, V. Pres. M. Kramer, Sec. & Treas. Geo. A. Vaughters, Gen. Man. Joseph P. Myers, Ch. Engr. John Drake, Elecn. Lewis Laube.

DIRECTORS.—Willard A. Story, George A. Vaughters, Joseph P. Myers, John Tomlinson, Michael Kramer, William Poland, C. W. Story.

GENERAL OFFICE, 20 West Second St., Chillicothe, O.

REFERENCE.—Receivership, Vol. IX, Aug., '93, p. 519.

Date of information, Mar., 1902. z

Chillicothe, Mt. Sterling & Columbus Railway Co.—Incorporated Apr. 21, 1900. This company is now surveying and constructing an electric railway which is to extend from Chillicothe to Columbus. Franchises have been granted and surveys made through Ross, Pickaway, Fayette, and Madison counties and construction work will be commenced in the summer of 1901.

CAPITAL STOCK, authorized, $500,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 54; gauge, 4 ft. 8½ in; 70 lb. T rail.

OFFICERS.—Pres. Isaac S. Cook, V. Pres. O. M. Howser, Sec. S. F. Secrist, Treas. J. A. Houk, Ch. Engr. A. W. Jones.

DIRECTORS.—J. C. Quinn, G. A. Vaughters, J. C. Entrekin, Isaac Cook, Samuel F. Segrist, J. A. Houk, J. P. Meyers, Chillicothe, O.; O. M. Howser, L. O. Thomas, Clarksburg; W. C. Bostwick, Mt. Sterling; G. Campbell, Atlanta.

GENERAL OFFICE, Chillicothe, O.

Date of information, Feb., 1901. z

CHILLICOTHE, MO.

Chillicothe Street Railroad Co.

CAPITAL STOCK, authorized and issued, $15.000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 3 cars, 14 horses, Laclede cars.

OFFICERS.—Pres. A. A. Shepherd, V. Pres. G. A. Reed, Sec., Treas. & Gen. Man. R. C. Shepherd.

GENERAL OFFICE, Chillicothe, Mo.

Date of information, Dec., 1901. d

CINCINNATI, O.

Population in 1880, 255,129, in 1890, 296,908, in 1900, 325,902, city and suburbs, 1,400,000.

Cincinnati, Newport & Covington Light & Traction Co.—This company was incorporated Mar. 11, 1902, as a stock holding company to take over the Cincinnati, Newport & Covington Ry. and the Union Heat, Light & Power Co.

Capital Stock.—Common, $5,000,000; preferred, authorized, 4½ p. c. non cumulative, authorized, $5,000,000, issued, $4,300,000, in treasury, $700,000, to be held for future development and requirements.

Officers.—Pres. James C. Ernst, V. Pres. C. W. Wetmore.

Directors.—James C. Ernst, C. W. Wetmore, Julius Fleischmann, Joseph F. Trevor, Henry C. Burkhold, Geo. R. Sheldon, Chas. A. Spofford, Randolph Rodman.

Date of information, Mar., 1902. x

Cincinnati, Newport & Covington Railway Co.—Chartered 1892. This is a consolidation of the South Covington & Cincinnati St. Ry. Co., the Newport & Cincinnati St. R. R. Co. and the Cincinnati & Newport St. R. R. Co., all organized under the laws of Ohio. For certain legal reasons the property of this company is operated under the title of the South Covington & Cincinnati Street R. R. Co. In Mar., 1902, the Cincinnati, Newport & Covington Light & Traction Co., was formed to take over this property.

The company has also secured by purchase the entire capital stock of the South Covington & Cincinnati St. Ry. Co. ($500,000), of the Newport Electric St. Ry. Co. ($500,000), of the Cincinnati, Covington & Rosedale Ry. Co. ($100,000), of the Covington & Latonia R. R. Co. ($50,000) and of the Cincinnati, West Covington & Ludlow Ry. Co.

Capital Stock, authorized and issued, $4,000,000; par value, $100 per share.

Funded Debt, $3,600,000, as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,500,000, in escrow (to retire prior liens described below), $500,000; coupon, but may be registered; dated July 26, 1892, due July 1, 1922; denom. $1,000; int. payable Jan. and July, at Western National Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Second mortgage, 5 p. c. gold coupon bonds authorized, $1,000,000, issued, $600,000; dated July 1, 1896, due 1922, denom. $1,000; int. payable Jan. and July, at office of Western National Bank, trustee of mortgage.

PRIOR LIENS.

South Covington & Cincinnati St. Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable Mar. and Sept.; trustee of mortgage, Western National Bank.

South Covington & Cincinnati Street Ry. Co.'s second consolidated mortgage 6 p. c. gold bonds, authorized, $500,000, cancelled $100,000, issued, $400,000, of which $250,000 are reserved to retire the first mortgage bonds, S. C. & C. S. R. Co., at maturity; dated Jan. 1, 1892, due 1932; denom. $500 and $1,000; int. payable Jan. and July, at German National Bank, of Covington, Ky.; trustee of mortgage, Cincinnati S. D. & Tr. Co.

Newport & Dayton St. Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1887, due 1917.

Note.—The consolidated mortgage covers all the property, treasury assets and franchises of the company including the capital stocks of the five Kentucky companies above named, which have been actually transferred on the books of the respective corporations to the Farmers' Loan & Trust Co., of New York, trustees under said mortgage, and the mortgage provides that upon default in payment of any of the interest coupons, or upon failure to comply with the conditions of the mortgage, the trustee may, at the request of the holders of the majority of the bonds at the time outstanding, without resorting to foreclosure of the mortgage, take possession of the properties of the respective railroads through its stock ownership, as trustees, and either operate them for the equal benefit of all the bondholders or sell the same at public sale as the majority of the bondholders may direct. As additional security, all the Kentucky corporations above named have executed and delivered to the Farmers' Loan & Trust Co., trustee, their agreements, respectively binding them to not in any way sell, dispose of, pledge, mortgage or encumber any of their rights, franchises or privileges, property, roads, roadbeds or appurtenances of any kind now owned, or which may be hereafter acquired and these agreements have been duly recorded in the proper record offices of Kentucky.

Franchises.—The Kentucky corporations above named hold valuable privileges obtained from the legislature by special charters, and the franchises over the principal thoroughfares are perpetual. By the payment of moderate annual sums the respective companies are relieved of all special taxes for street improvements, paving, etc. Through the Ohio corporations the company owns the right to operate street railways through and around Fountain Square, in Cincinnati, and to connect with the various bridges spanning the Ohio River.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$638,477	$681,672	$713,386	$783,588	$819,206
Operating expenses	427,280	302,201	286,234	321,639	335,048
Earnings from oper	211,197	379,471	427,152	461,949	484,158
Deduc. from earnings	183,072	318,144	332,943	359,769	338,578
Net income	28,125	61,327	94,209	102,180	145,580

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	1900.	1901
Passengers carried	13,698,353	14,369,128	15,779,223	16,681,060
Car miles run	3,236,498	3,201,165	3,325,152	3,310,345
Total rects. per car mile	$.208	$.222	$.235	$.247
Oper. exp. per car mile	.093	.08	.096	.101

Plant and Equipment.—Miles of track (electric), 56; gauge, 5 ft. 2½ in.; 60 lb. and 80 lb. T and girder rail; 127 motor cars; Cleveland S. B. Co., C. & G. Cooper Co. and West. engines, 4,000 H. P. generators, 3,200 H. P. Stirling boilers; West. dynamos and motors, Brownell and St. Louis cars.

Officers.—Pres. James C. Ernst, V. Pres. J. Fleischmann, Sec. & Treas. G. M. Abbott, Supt. Jas. R. Ledyard, Supt. of Power Station & Machinery E. Darrow.

Directors.—James C. Ernst, Robert A. Orr, Julius Fleischmann, James M. Hutton, Joseph S. Trevor, Chas. M. Thurnauer, Henry Burkhold.

General Office, 4th and Scott Sts., Covington, Ky.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. X, June, '94, p. 345 (ill.); Vol. X, Souv., '94, p. 53 (ill.); park attractions, Vol. XI, Aug., '95, p. 528 (ill.); pleasure park, Vol. XIII, May, '97, p. 289; pleasure traffic, Vol. XIII, July, '97, p. 423; annual report, Vol. XV, Apr., '99, p. 244; notes on railway, Vol. XV, July, '99, p. 435 (ill.).

Date of information, Mar., 1902. x z

Please note date of information at end of each report.

Cincinnati Street Railway Co.—Chartered July 1, 1859, and charter renewed June 21, 1880. Municipal franchises were granted in 1896 for 50 years. Annual meeting, last Wednesday in July. On Aug. 1, 1896, the Mt. Adams & Eden Park Inclined Ry. Co., the Mt. Auburn Cable Ry. Co., and the Pendleton, Mt. Lookout & East Walnut Hill Ry. Co. were consolidated with this company. This company was leased to the Cincinnati Traction Co., Feb. 21, 1901.

Capital Stock, authorized, $20,000,000, issued, $18,010,750; par value, $50 per share.

Funded Debt.—Outstanding, $692,000, and consists of the following bond issues of constituent companies:

Mt. Adams & Eden Park Inclined Ry. Co.'s consolidated mortgage 5 p. c. coupon bonds, authorized, $850,000, outstanding, $428,000; dated Mar. 1, 1886, due 1906; denom. $500 and $1,000; int. payable Mar. and Sept., at First Nat'l Bank, of Cincinnati, O.

Mt. Adams & Eden Park Inclined Ry. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $300,000, outstanding, $96,000; due Oct. 1 1905; denom. $1,000; int. payable Apr. and Oct., at First Nat'l Bank, of Cincinnati, O.

Mt. Auburn Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized, $200,000, outstanding, $168,000; dated June 1, 1887, due 1907; int. payable June and Dec., at office of company.

Dividends.—Payable quarterly in Jan., Apr., July and Oct. 5¼ p. c. in 1901; 5½ p. c. in 1902; 5¾ p. c. in 1903; 6 p. c. in 1904 and thereafter.

Plant and Equipment.—Miles of track, 210; operated by electricity, 203; by cable, 7; gauge, 5 ft. 2½ in.; 70 lb. to 96 lb. girder rail; 1,211 cars, of which 72 are cable cars, 1,091 motor cars and 48 miscellaneous. Gen. Elec. and Siemens dynamos, Gen. Elec., West. and Card motors.

Officers.—Pres. John Kilgour, Sec. & Treas. Jas. A. Collins,

Directors.—John Kilgour, Matthew Ryan, George Bullock, Frank J. Jones, Nat. Henchman Davis, Stephen R. Burton, Charles H. Kilgour.

General Office, Telephone Building.

References.—Description of road, Vol. VII, Jan., '91, p. 4; Vol. VIII, Mar., '92, p. 125 (ill.); Vol. X, July, '94, p, 413 (ill.); increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 491; Vol. X, June, '94, p. 410; Vol. X, Sept., '94, p. 600; diagram, Vol. VI, Apr., '90, p. 178 (ill.); description of road, Vol. VI, Feb., '90, p. 54; Vol. X, July, '94, p. 414 (ill.); increase of stock, Vol. XI, Feb., '95, p. 124; description of road, Vol. VI, Feb., '90, p. 47 (ill.); Vol. VII, Jan., '91, p. 2; Vol. X, July, '94, p. 420 (ill); description of road, Vol. X. July, '94, p. 423 (ill.); description of Chester Park shops, Vol. XIV, Feb., '98, p. 77 (ill.); description of Hunt Street power station, Vol. XIV, May, '98, p. 239 (ill.); construction of track, Vol. XV, July, '99, p. 433 (ill.); description of road, Vol. XV, Aug., '99, p. 507 (ill.); lease, Vol. XVII, Mar. 2, '01, p. 322.

Date of information, Mar., 1902. z

Cincinnati Traction Co.—Incorporated Feb. 19, 1901, to acquire the properties of the Cincinnati Street Ry. Co. and other electric railway properties. It is understood that negotiations are now pending with the Cincinnati Street Ry. Co. to lease their property at a rental of 5½ p. c. on the capital stock for the first year, 5½ p. c. for the second year, 5¾ p. c. for the third year, and 6 p. c. for the fourth year and thereafter.

Capital Stock, authorized, $2,000,000.

Officers.—Pres. W. Kesley Schoepf, Chairman of Executive Committee Hugh J. McGowan, 1st V. Pres. J. B. Foraker, Jr., 2d V. Pres. Robt. I. Todd, Sec. S. C. Cooper, Treas. Dana Stevens, Aud. W. H. MacAlister.

Directors.—Randal Morgan, H. J. McGowan, W. Kesley Schoepf, William T. Irwin, Harry M. Levy, W. L. Elkins, Peter A. B. Widener, J. B. Foraker, Jr., David G. Edwards, Wm. Cooper Proctor, Wm. M. Greene.

General Office, Cincinnati, O.

Date of information, Mar., 1902. z

Mill Creek Valley Street Railroad Co.—Chartered in 1898, as a reorganization of the Cincinnati, Hamilton, Middletown & Dayton Street R. R. Co. This company has purchased a portion of the Cincinnati Inclined Plane Ry.

Capital Stock.—Common stock authorized, $1,000,000; par value, $100 per share.

5 p. c. cumulative preferred stock, authorized, $750,000; par value, $100 per share.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 25; 45 motor cars; Gen. Elec. and West. dynamos, Johnson and Gen. Elec. motors, Peckham trucks.

Officers.—Pres. H. H. Hoffman, V. Pres. B. L. Kilgour, Sec. & Treas. Henry Burkhold, Gen. Man. & Pur. Agt. W. G. Wagenhals, Supt. J. Powers, Engr. & Elecn. E. Ginter,

General Office and Power Station, Hartwell, O.

Date of information, Jan., 1902. z

Cincinnati, Lawrenceburg & Aurora Electric Street Railroad Co.—This company was incorporated in Nov., 1898, to construct an electric railway connecting Cincinnati with Aurora, Rising Sun, Lawrenceburg and Harrison. In Nov., 1899, the line was placed in operation from Anderson's Ferry to Aurora and Harrison.

Capital Stock, $750,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, $750,000; dated 1899, due 1919; denom. $1,000; int. payable June and Dec., at office of Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 41.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars; 1,300 H. P. station plant; Hamilton Corliss engines, 2 400 K. W. West. generators, Gen. Elec. motors.

Officers.—Pres. J. C. Hooven, Sec. Stanley Shaffer, Treas. & Gen. Man. C. E. Hooven, Engr. P. Hanns, Elecn. Geo. Bender.

Directors.—J. C. Hooven, C. E. Hooven, S. Shaffer, A. B. Voorheis, J. G. Schmidlapp.

General Office, Anderson's Ferry, Cincinnati, O.

Power Station, North Bend, O.

Date of information, Jan., 1902. z

The Price Hill Inclined Plane Railroad Co.

Capital Stock, authorized, $400,000, issued, $300,000.

Plant and Equipment.—Two inclined planes each 800 ft. long; gauge, 5 ft. 6 in.; 60 lb. and 85 lb. T rail; 4 cars.

Officers.—Pres. & Gen. Man. Rees E. McDuffie, Sec. & Treas. Geo. T. McDuffie.

General Office, Price Hill.

References.—Description of road, Vol. X, Aug., '94, p. 492 (ill).

Date of information, Jan., 1902. z

Cincinnati & Eastern Railway Co.—This company has 31 miles of track under construction, and will connect Cincinnati with New Richmond. The road is expected to be in operation about Apr. 15, 1902.

Officers.—Pres. & Gen. Man. Geo. R. Scrugham, V. Pres. Lee H. Brooks, Sec. & Treas. J. M. Kennedy, Asst. Sec. & Treas. Wm. E. Hutton, Gen. Counsel Ellis G. Kinkead.

General Office, 1422 Union Trust Bldg., Cincinnati, O.

Date of information, Mar., 1902. z

Rapid Railway Co.—This company has 52 miles of track under construction. The road will connect Cincinnati, Lebanon and Dayton.

Officers.—Pres. & Gen. Man. G. R. Scrugham, V. Pres. Lee H. Brooks, Sec. & Treas. John M. Kennedy, Asst. Sec. & Treas. W. E. Hutton, Audr. C. J. Williams, Ch. Engr. J. M. Harper, Ch. Elecn. T. H. Talbot, Gen. Counsel E.G. Kinkead and C. F. Malsbary.

General Office, 1426 Union Trust Bldg., Cincinnati, O.

Date of information, Mar., 1902. z

Indiana & Ohio Traction Co.—This company has been organized to build an interurban railway from Indianapolis to Cincinnati, via Rushville and Brookville, a distance of 103 miles.

Officers.—Pres. George M. Shirk, Brookville, Ind.; V. Pres. Alfred A. Beard, Sec. & Treas. John T. Shirk.

Directors.—George M. Shirk, Alfred A. Beard, John T. Shirk, A. M. Tucker, John Moorehead.

Date of information, Mar., 1902. x

CITY ISLAND (New York City), N. Y.

Population in 1880, 989, in 1890, 1,206, in 1900, 1,852.

Pelham Park Railroad Co.—Chartered Aug. 30, 1884. Annual meeting first Wednesday in June.

CAPITAL STOCK, authorized and issued, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Apr. 1, 1887, due 1907; denom. $500; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers...	$ 8,158	$8,078	$8,752	$9,537	$9,594
" other sources.....	237	1,117	530	260	172
" total.....	8,395	9,195	9,282	9,797	9,706
Operating expenses.....	6.366	9,346	5,604	7,711	7,822
Earnings from operation...	2,028	* 151	3,678	2,086	1,884
Deductions from earnings...	2,575	3,078	3,343	3,475	3,370
Net income.....	*547	*3,229	335	*1,389	*1,486
Total deficit.....	2,286	5,514	5,179	6,569	6,568

* Deficit.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	161,054
Car miles run	30,660
Total receipts per car mile	$.316
Operating expenses per car mile	.255

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$44,745	$44,840	$44,937	$45,033	$54,922
" equipment	9,757	9,775	9,775	9,775	
Stks. & bds. other co.'s.	40,023	40,023	40,023	40,023	40,023
Current assets	1,883	1,830	2,432	2,554	3,322
Profit and loss (deficit).	2,286	5,515	5,179	6,569	8,054
Total	$98,695	$101,983	$102,346	$103,954	$106,321
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$50,000
Funded debt	41,000	50,000	50,000	50,000	50,000
Interest on funded debt due and accrued	615	750		750	750
Loans	6,000				
Accounts payable	1,080	1,233	2,346	3,204	5,571
Total	$98,695	$101,983	$102,346	$103,954	$106,321

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 30 lb. rail; 16 horses, 9 horse cars.

OFFICERS.—Pres. H. D. Carey, V. Pres. Edward Haynes, Sec. & Treas. C. C. Corwin, Supt. Henry D. Carey, Jr., City Island, N. Y.

DIRECTORS.—H. D. Carey, H. D. Carey, Jr., City Island, N. Y., Edward Haynes, Brooklyn, N. Y., Francis J. Lowe, Albert C. Corwin, C. C. Corwin, New York City, J. C. Smith, Mt. Vernon, N. Y.

GENERAL OFFICES, City Island, New York City, and 66 Beaver St., New York City.

Date of information, Dec., 1901. b

City Island Railroad.—Chartered Aug. 30, 1884 for 50 years. Annual meeting first Wednesday in June. This company has a traffac agreement with the Pelham R.R. Co, by which its cars are run on the tracks of this company.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $27,873; dated Jan. 2, 1888, due 1898; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1897	1898.	1899.	1900.	1901.
Gross receipts	$5,188	$5,296	$5,467	$6,007	$6,161
Operating expenses	3,628	2,028	4,328	4,307	4,626
Earnings from operation	1,560	3,268	1,139	1,700	1,535
Deductions from earnings.					
Taxes	186	285	247	258	247
Interest on funded debt		3,345			
" " floating debt	67				
Rentals		2,436			
Net income	*366	*2,798	892	1,442	1,288
Total surplus account	652	*2,181	402	1,843	3,132

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

assengers carried	141,217
Car miles run	29,000
Total receipts per car mile	$.213
Operating expenses	.159

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$42,634	$42,634	$42,634	$42,634	$80,134
Cash and current assets	1,044	91	595	624	5,676
Bills and accts. receivable		1,334	1,724	3,272	
Profit and loss (deficit)		490			
Total	$43,678	$44,549	$44,953	$46,548	$85,809
LIABILITIES.					
Capital stock	$12,500	$12,500	$12,500	$12,500	$50,000
Funded debt	27,873	27,873	27,873	27,873	27,873
Interest due and accrued.	1,672	3,345	3,345	3,345	3,345
Accounts payable	980	457	833	987	1,460
Other liabilities		374			
Profit and loss (surplus).	652		402	1,843	3,132
Total	$43,678	$44,549	$44,953	$46,548	$85,809

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 30 lb. to 57 lb. steel rail.

OFFICERS.—Pres. Edwin B. Strout, V. Pres. Albert H. Corwin, Sec. & Treas. Frederick B. Corwin, Supt. Wm. H. Swinton.

DIRECTORS.—Edwin B. Strout, Albert H. Corwin, F. B. Corwin, Erwin M. Young, Edgar Cottell, Fred. W. Struller, Charles L. McTernan.

GENERAL OFFICE, 113 Pearl Street, New York City.

Date of information, Dec., 1901. b

CLARSKBURG, W. VA.

Clarksburg Street Railway Co.—This road has been consolidated with the Fairmount & Clarksburg Elec. R. R. Co. (which see under Fairmount W. Va.)

Date of information, Dec., 1901. d

CLARKSVILLE, TENN.

Population in 1880, 3,880, in 1890, 8,924, in 1900, 9,431.

Electric Street Railway Co. of Clarksville, Tenn.—This is the successor to the Clarksville Street Ry. Co., which was sold under foreclosure of mortgage on June 9, 1896. Chartered June 13, 1896, in perpetuity. The company owns an exclusive fifty year city franchise.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized; $50,000, issued, $20,000; dated July, 1896, due 2016; denom. $500; int. payable Jan. and July, at office of Northern Bank of Tennessee, trustee of mortgage, Clarksville Trust & Banking Co.

NOTE.—The first mortgage bonds may be called for payment in five years from date of issue.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 9 cars, of which 7 are motor cars and 2 trail cars; 300 H. P. station plant, Ball engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. N. L. Carney, V. Pres J. F. Shelton, Sec. Treas. & Gen. Man. Julien F. Gracey, Supt. Ch. Engr. & Elecn. F. D. Ridge, Ch. Engr. of Power Station Fred. Parks.

DIRECTORS.—N. L. Carney, Julien F. Gracey, J. F. Shelton, L. R. Clark, W. M. Daniel, H. C. Merritt.

GENERAL OFFICE, 211 So. 10th St.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 289.

Date of information, Mar., 1902. z

CLEVELAND, O.

Population in 1880, 160,141, in 1890, 261,353, in 1900, 381,768.

Cleveland, Elyria & Western Railway Co.—This company is a consolidation in June 1900, of the Cleveland, Berea, Elyria & Oberlin Railway Co., the Lorain County St. Railway Co., and the Oberlin & Wellington Railway Co. and is operated by the same interests as the Southern Ohio Traction Co., of Hamilton, O. This company also owns 55 per cent of the capital stock of the Cleveland & Southern Ry. Co.

Capital Stock, authorized, $2,000,000, issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $1,500,000; issued, $1,073,000; held in escrow to retire all prior liens, $427,000; dated Aug. 1, 1900, due 1920; denom. $1,000; subject to call on and after 1910; int. payable Feb. and Aug., at office of Western Reserve Trust Co., of Cleveland. trustee of mortgage.

PRIOR LIENS.

Cleveland, Berea, Elyria & Oberlin Railway Co's first mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $127,000; dated Mar. 1, 1899, due, 1919, denom. $1,000; subject to call on and after 1909, int. payable Mar. and Sept., at office of Cleveland Trust Co., trustee of mortgage.

Cleveland & Elyria Electric R.R. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1895, due 1915, but payable at company's option in 1905 and thereafter, denom. $500; int. payable May and Nov., at office of The Savings & Trust Co., of Cleveland, trustee of mortgage.

Elyria & Oberlin Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1897, due 1917, but payable at company's option in 1907, and thereafter; denom. $500; int. payable Feb. and Aug., at office of the Cleveland Trust Co., Cleveland, O., trustee of mortgage.

Operation.—Year ending Dec. 31,	1899.	1900.	1901.
Gross receipts	$147,506	$179,697	$249,260
Operating expenses	80,129	102,394	136,865
Earnings from operation	67,377	77,303	112,395
Deductions from earnings	28,845	34,562	57,023
Net income	38,532	42,471	55,372

Plant and Equipment.—Miles of track (electric), 69; gauge, 4 ft. 8½ in.; 56 lb. T to 73 lb. girder rail; 35 motor cars, West and Walker generators and motors, Allis and Slater engines, Stirling boilers.

Please note date of information at end of each report.

Officers.—Pres. A. H. Pomeroy, 1st V. Pres. A. E. Akins, 2d V. Pres. S. C. Smith, Sec. E. F. Schneider, Treas. & Gen. Man. F. T. Pomeroy, Supt. W. J. Hillier, Ch. Engr. W. H. Abbott, Elecn. Wm. Lintern.

Directors.—A. H. Pomeroy, A. E. Akins, O. D. Pomeroy, F. T. Pomeroy, Will Christy, M. J. Mandlebaum, M. A. Sprague, L. M. Coe, H. O. Sargent, S. C. Smith, F. L. Fuller.

General Office, 614 Garfield Bldg., Cleveland, O.

Power Stations.—Elyria and Rockport, O.

References.—CLEVELAND & ELYRIA ELECTRIC R. R. Co.; description of road (brief), Vol. XII, Feb., '96, p. 88 (ill.); description of park (brief), XVII, June 1, '01, p. 663.

Date of information, Mar., 1902. z

Cleveland & Chagrin Falls Electric Railroad Co.—Chartered Dec. 23, 1895, in perpetuity. Municipal and county franchises granted in 1896, for 25 years. Annual meeting third Wednesday in Jan. This road commenced operation May 1, 1897, and also operates, under contract, the Chagrin Falls & Eastern Railway, which extends from Chagrin Falls to Middlefield, 18.5 miles. In Jan., 1902, this company was consolidated with the Chagrin Falls & Eastern Electric Ry. Co., forming the Eastern Ohio Traction Co.

Capital Stock, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1, 1896, due 1916; denom. $500; int. payable May and Nov., at office of he Guardian Trust Co., of Cleveland, O., trustee of mortgage.

Note.—First mortgage bonds may be called for payment at one month's notice at a price of par and accrued interest, at the option of the company, after May 1, 1906.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Gross receipts	$36,475	$39,467	$49,646	$47,976
Operating expenses	20,399	24,132	*33,272	*32,002
Earnings from operation	16,076	15,355	16,374	15,974
Deductions from earnings		12,813	13,294	13,023
Net income		2,542	3,080	2,951

*Including taxes.

Plant and Equipment.—Miles of track (electric), 15.2; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 15 motor cars, 2 snow plows; 125 H. P. station plant; storage batteries; 2 Russell, 1 Atlas engines, 2 Walker, 1 S. & H. dynamos, 4 Walker and 14 Steel motors, Kuhlman cars, Peckham and Dorner & Dutton trucks.

Officers.—Pres. F. M. Stearns, V. Pres. & Treas. M. G. Waterson, Sec. A. G. Hutchingson, Gen. Man. & Pur. Agt. R. L. Palmer, Elecn. Thomas Scott, Ch. Engr. Geo. Hulburt.

Directors.—R. L. Palmer, F. M. Stearns, Geo. T. Comey, John R. Donnelly, A. G. Hutchingson, J. R. Sprankle, M. G. Waterson.

General Office, 91 Ontario St., Cleveland, O.

References.—Description of cars, Vol. XIII, Aug. '97, p. 501 (ill.); description of park (brief), XVII, Apr. 6, '01, p. 436; storage battery system, Vol. XVII, May 4, '01, p. 521 (ill.)

Date of information, Mar., 1902. z

Chagrin Falls & Eastern Electric Railway Co.—This company was incorporated Apr., 1898, to construct an electric railway from Chagrin Falls to Garrettsville, a distance of 31.5 miles, on a private right of way, as an extension of the Cleveland & Chagrin Falls Electric R. R. In Jan., 1902, this company was consolidated with the Cleveland & Chagrin Falls Electric R. R. Co. and the Cleveland & Eastern Electric R. R. Co., forming the Eastern Ohio Traction Co.

Capital Stock, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, *$60,000; dated 1898, due May 1, 1918; denom. $500; int. payable May & Nov. at office of Guardian Trust Co., Cleveland, O., trustee of mortgage.

*These bonds have not been issued and are to be cancelled.

Plant and Equipment.—Miles of track (electric), in operation, 19.5, under construction, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Siemens Halske generators; 750 H. P. station plant; Kuhlman cars.

Officers.—Pres. F. M. Stearns. V. Pres. & Treas. M. G. Waterson, Sec. A. G. Hutchinson, Gen. Man. & Pur. Agt. R. L. Palmer.

Directors.—F. M. Stearns, M. G. Waterson, A G. Hutchingson, James R. Sprankle, A. T. Hill, S. Hough.

Reference.—Description of park, XVII, Apr. 6, '01, 436.

General Office, 91 Ontario St, Cleveland O.

Date of information, Mar., 1902. z

Cleveland City Railway Co.—Chartered 1893. This is a consolidation of the Woodland Ave. & West Side St. R. R. Co. and the eveland City Cable Ry. Co.

Capital Stock, authorized, $8,000,000, issued, $7,600,000, in treasury, $400,000; par value, $100 per share.

Funded Debt.—Cleveland City Cable Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated July 1, 1889, due 1909; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 84; gauge, 4 ft. 8½ in.; 82 lb. to 98 lb. girder rail; 360 motor cars; Globe, Allis and Cooper engines, West. dynamos and motors, Brill and Jones cars.

Officers.—Pres. M. A. Hanna, V. Pres. C. F. Emery, Sec. & Treas. John Ehrhardt, Pur. Agt. W. C. Phelps, Gen. Supt. Geo. G. Mulhern, Elec. Engr. E. J. Cook.

Directors.—M. A. Hanna, J. H. Wade, C. F. Emery, C. A. Otis, Jr.. R. R. Rhodes, Geo. Mulhern, Horace E. Andrews, W. B. Sanders, L. W. Prior.

General Office, Western Reserve Bldg.

References.—CLEVELAND CITY CABLE RAILWAY CO., description of road, Vol. VII, Jan., '91, p. 7 (ill.); Vol. VII, June, '91, p. 277 (ill.); Vol. VIII, Souv., '92, p. 27 (ill.); description of power plant, Vol. VII, Sept., '91, p. 466 [ill]. CLEVELAND CITY RY.—Financial report, Vol. IX, July, '93, p. 491; details of consolidation, Vol. IX, June, '93, p. 357. WOODLAND AVE. & WEST SIDE.—Description of road (brief), Vol. VIII, Jan., '91, p. 10; Vol. VIII, July, '92, p. 400 (ill.); Vol. VIII, Oct., '92, p. 602 (ill.); Vol. VIII, Souv., '92, p. 24 (ill.); description of power plant, Vol. IX, Mar., '93, p. 152 (ill.); Vol. IX, Mar., '93, p. 152 (ill.); pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Mar., 1902. z

For map of road see page 69.

Cleveland Electric Railway Co.—Chartered Mar. 1, 1893. Annual meeting third Wednesday in Jan. This is a consolidation of the East Cleveland Ry. Co., the Brooklyn Street R. R. Co., the South Side St. R. R. and the Broadway & Newburgh St. Ry. Co.

Capital Stock, authorized and issued, $13,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized (see Note), $4,350,000, issued, $1,850,000, in escrow (to retire prior liens described below), $1,900,000; coupon, but may be registered; dated Mar. 1, 1893, due 1913; denom. $1,000; int. payable Mar. and Sept., at office of the Central Trust Co., of New York, trustee of mortgage.

PRIOR LIENS.

East Cleveland R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated 1892, due Mar. 1, 1910; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co., of New York, trustee of mortgage.

Brooklyn Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated $300,000 on Sept. 1, 1883, $300,000 on Sept., 1, 1890, due 1903; denom. $1,000; int. payable Mar. and Sept.

South Side Street R.R.Co.'s first mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Sept., 1, 1888, due 1903; denom. $1,000; int. payable Mar. and Sept., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Note.—Under the laws of Ohio the stockholders are individually liable for the debts of the company (including mortgage bonds) to an amount equal to the par value of the stock.

The first mortgage bonds are a first lien on the Broadway & Newburgh system and on all extensions and improvements subsequent to the consolidation.

Bonds in excess of $3,500,000 cannot be issued on the mileage, of 1893. Further issues may be made for increase of mileage to the extent of 85 p. c. of the actual cost of such extensions and of increase of plant, but not in any event exceeding $25,000 per mile, and only in case the net earnings for the preceding 12 months are equal to at least double the interest on the bonds outstanding and proposed to be issued.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$1,644,009	$1,739,332	$1,509,003	$2,061,505	$2,296,898
Operating exp.	1,050,930	1,046,593	967,945	1,121,038	1,265,953
E'rn'gs fr'm op.	593,079	692,739	541,058	940,467	1,030,945
Deduc. from earn. Interest...	202,466	209,321	227,564	258,483	244,231
Net income....	390,613	483,418	313,494	681,984	786,714
P. c. op. exp. to gross recpts.	63.92	60.86	64.14	54.38	55.12

Dividends, in 1897, 3 p. c.; in 1898, 3½ p. c.; in 1899, 2½ p. c.; in 1900, 4 p. c.; in 1901, 4 p. c.

Plant and Equipment.—Miles of track (electric), 136; gauge, 4 ft. 8½ in.; 62 lb. to 98 lb. girder rail; 546 motor cars; Allis engines, West., Gen. Elec. and Steel Motor Co. dynamos and motors, Brill, Kuhlman, Stephenson and Jones cars.

Please note date of information at end of each report.

MAP

SHOWING THE STREET RAILWAY SYSTEM

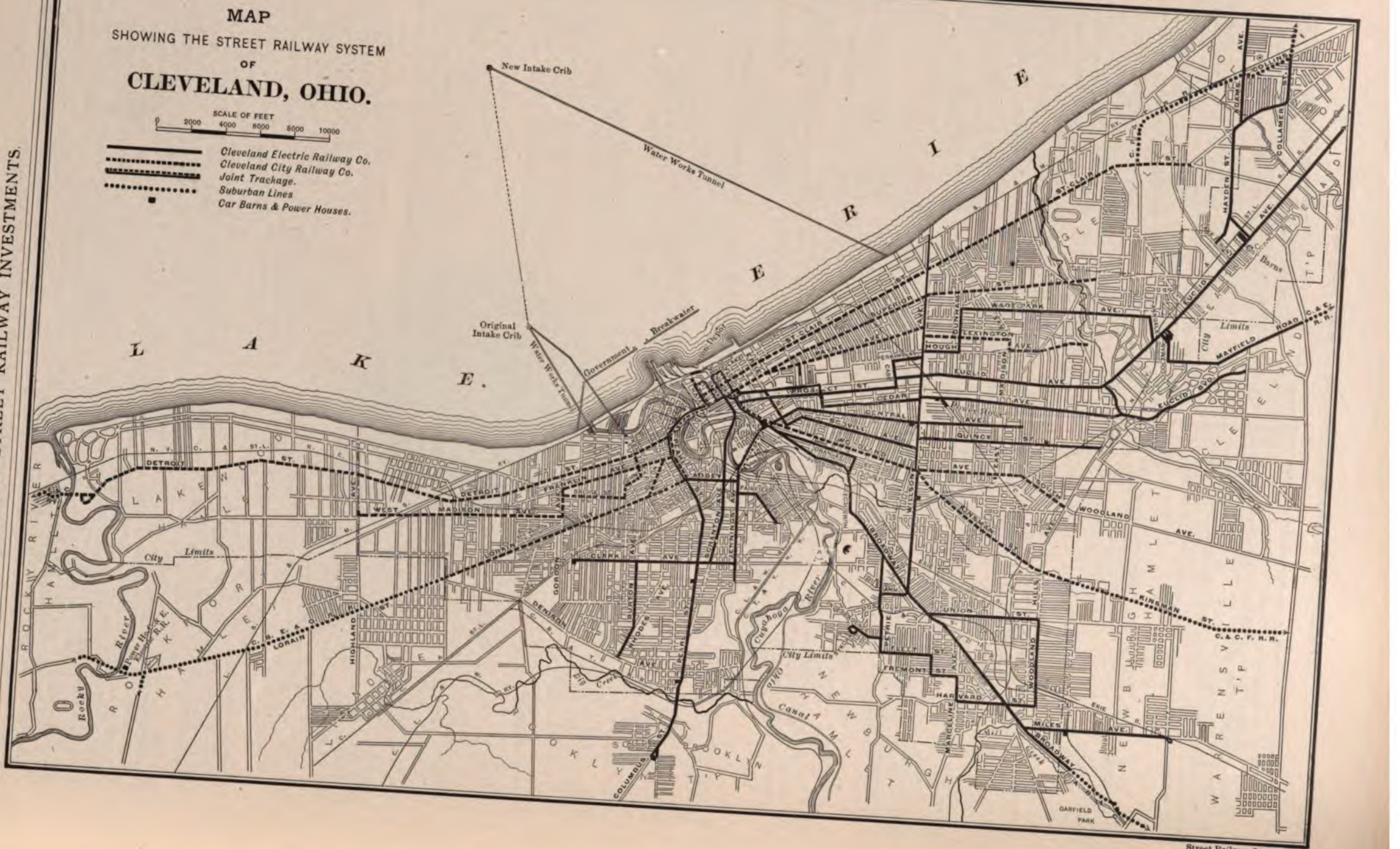
OF

CLEVELAND, OHIO.

SCALE OF FEET

0 2000 4000 6000 8000 10000

Cleveland Electric Railway Co.
Cleveland City Railway Co.
Joint Trackage.
Suburban Lines
Car Barns & Power Houses.



Officers.—Pres. Horace E. Andrews, V. Pres. R. A. Harman, Treas. G. S. Russell, Sec. Henry J. Davis, Gen. Man. Ira A. McCormack, Asst. Sec. F. E. Bangs, Audr. W. G. McDole, Elec. Engr. D. F. Carver, Pur. Agt. George Stanley, Gen. Supt. E. C. Faber.

Directors.—Horace E. Andrews, R. A Harman, James Parmelee, John J. Stanley, Henry A. Everett, Chas. L. Pack, M. T. Herrick, Chas. W. Wason, Calvary Morris.

References.—Description of new car, Vol. IX, Aug., '93, p. 520 (ill.); Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams). EAST CLEVELAND RY. CO.—Description of road, Vol. VI, Jan., '90, p. 25; Vol. VIII, Apr., '92, p. 200 (ill.); Vol. VIII, Souv., '92, p. 18 (ill.). BROOKLYN STREET R. R. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). SOUTH SIDE STREET R. R. CO.—Description of road, Vol. VI, Jan., '91, p. 26. BROADWAY & NEWBURGH STREET RY. CO.—Description of road, Vol. VIII, Souv., '92, p. 31 (ill.). CLEVELAND ELECTRIC RY. CO.—Description of repair shop, Vol. XI, Aug., '95, p. 509 (diagrams); description of road (brief). Vol. XII, Oct., '96, p. 606; description of power house and repair shops, Vol. XV, Apr., '99, p. 199 (ill.).; employees club rooms, Vol. XVI, Mar. 3, '00, p. 239 (ill.); improvements, Vol. XVII, June 1, '01, p. 655 (ill.).

Date of information, Mar., 1902. x z

For map of road see page 69.

Cleveland, Painesville & Eastern Railroad Co.—Chartered Apr. 25, 1895. This company's lines run from Euclid, O., to Painesville, and from Willoughby, O., to Cleveland (opened Apr., 1898). A meeting is to be held on Apr. 10, 1902, to pass on proposition to increase capital stock to $2,000,000, to provide funds for extension and liquidate floating debt and other liabilities.

Capital Stock, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated Apr. 1, 1896, due 1916; denom. $1,000; int. payable Apr. and Oct., at office of Cleveland Trust Co., Cleveland, O.; trustees of mortgage, Cleveland Trust Co. and State Trust Co., of New York.

Debenture 6 p. c. coupon bonds, authorized and issued, $500,000; dated July 1, 1897, due 1907; denom. $1,000; int. payable Jan. and July, at office of Dime Savings & Banking Co., Cleveland, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $1,500,000; issued, $350,000; in escrow, $1,000,000; in treasury, $150,000 (see Note); dated Oct. 1, 1898, due 1918; denom. $1,000; int. payable Apr. and Oct. at office of Dime Savings & Banking Co., Cleveland, and Colonial Trust Co., of New York City.

Note.—$1,000,000 of the consolidated mortgage bonds are held to retire the first mortgage and the debenture bonds described above at maturity.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Gross receipts	$105,360	$121,387	$141,112	$164,971
Operating expenses	58,880	65.946	69,592	87,102
Earnings from operation	46,480	55,441	71,520	77,869
Deductions from earnings.				
Interest on bonds	25,000	25,000	71,059	72,500
Net income	21,480	30,441	461	5,369
Total surplus	23,791			16,515
P. c. op. exp. to gross receipts	55.8	54.3	49.3	52.2

Plant and Equipment.—Miles of track (electric), 38.26; gauge, 4 ft. 8½ in.; 68 lb. girder and 70 lb. T rail; 27 motor cars; Cooper engines, Gen. Elec. dynamos and motors. Brill cars and trucks.

Officers.—Pres. Chas. W. Wason, V. Pres. J. A. Biedler, Sec. F. S. Borton, Treas. Charles A. Post, Asst. Sec. G. E. Bender, Supt. J. Jordan.

Directors.—Chas. W. Wason, J. A. Biedler, H. A. Everett, I. N. Topliff, Fred Storm, Charles A. Post, E. W. Moore.

General Office, Willoughby, O.

Reference.—Description of road (brief), Vol. XII, Feb., '96, p. 89; annual report, Vol. XV, Apr., '99, p. 244; description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1902. x z

Eastern Ohio Traction Co.—This company was formed on Jan. 20, 1902, to take over the properties of the Cleveland & Eastern Electric R. R. Co., the Cleveland & Chagrin Falls R. R. Co. and the Chagrin Falls & Eastern Electric Ry. Co.

Capital Stock, authorized, $2,500,000.

Funded Debt, authorized, $2,500,000.

Officers.—Temporary officers in charge. Gen. Man. R. L. Andrews.

General Office, 91 Ontario St., Cleveland, O.

Date of information, Mar., 1902. z

Lake Shore Electric Railway Co.—This company was formed in 1901 by the consolidation of the Lorain & Cleveland Ry. Co., the Sandusky & Interurban Ry. Co., the Toledo, Fremont & Norwalk R. R. Co., and the Sandusky, Norwalk & Southern Ry. Co. This company owns all the capital stock and bonds of the consolidated companies except the first mortgage bonds of the Lorain & Cleveland Ry. Co. The company operates about 160 miles of track, extending from Toledo to Cleveland, also city lines in Sandusky and Norwalk. In Jan., 1902, this road was placed in the hands of a receiver.

Capital Stock.—Common, authorized and issued, $4,500,000; par value, $100 per share; preferred, 5 p. c. cumulative, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $6,000,000, issued, $4,000,000; dated 1901, due 1931; Western Reserve Trust Co., Cleveland, O., trustee of mortgage.

Officers.—Recr. Albion E. Lang, Pres. B. Mahler, V. Pres'ts W. W. H. Price and J. B. Hanna, Sec. F. W. Coen.

General Office, Toledo, O.

Date of information, Mar., 1902. z

The Lorain & Cleveland Railway Co.—Chartered Nov. 11, 1895. Annual meeting second Tuesday in Jan. This company owns and operates the East Lorain Street Ry., and in 1901 was consolidated with the Sandusky & Interurban Ry. Co., the Toledo, Fremont & Norwalk Ry. Co. and the Sandusky, Norwalk & Southern Ry. Co., to form the Lake Shore Electric Ry. Co. The entire capital stock of this company is owned by the Lake Shore Electric Ry. Co.

Capital Stock, authorized $1,000,000, issued, $700,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued $700,000; coupon, but may be registered; dated July 1, 1897, due 1927, but redeemable after July 1, 1917 at option of the company; denom. $1,000; int. payable Jan. and July at Cleveland Trust Co., of Cleveland, or Colonial Trust Co., of New York; trustee of mortgage, Cleveland Trust Co.

Note.—Treasury bonds may be issued for improvements or extensions.

Operation.—Year ending Dec. 31,	1898.	1899.	1900.
Gross receipts	$73,036	$92,629	$96,385
Operating expenses	33,665	39,324	42,920
Earnings from operation	39,371	53,305	53,465
Deductions from earnings.			
Interest on bonds	35,000	35,000	35,000
Net income	4,371	18,305	18,465
Per cent. op. exp. to gross receipts	46.	42.45	44.5

Plant and Equipment.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 70 lb. T rail; 16 motor cars; Cooper engines, Siemens & Halske dynamos, Gen. Elec. motors, Brill cars.

Officers.—See Lake Shore Electric Ry. Co.

General Office, Electric Bldg., Cleveland, O.

Reference.—Description of road, Vol. XIII, Apr., '97, p. 231 (ill.); analysis of the operation of the road, Vol. XV, May, '99, p. 265 (ill.). speed test, Vol. XV, June, '99, p. 363 (tables).

Date of information, Feb., 1902. x

The Cleveland & Eastern Electric Railroad Co.—This company was incorporated Mar., 1898, to construct an electric railway from the lines of the Cleveland Electric Ry. Co., on Mayfield Road to Gates Mills, Chester Cross Roads, Fullerton, Lake Punderson, Burton and a branch to Chardon, passing through Fowler's Mills. In Jan., 1902, this company was consolidated with the Cleveland & Chagrin Falls R. R. Co. and the Chagrin Falls & Eastern Electric Ry. Co., forming the Eastern Ohio Traction Co.

Capital Stock, authorized and issued, $1,200,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Nov., 1899, due 1919; denom. $1,000; int. payable May and Nov. at office of Cleveland Trust Co., of Cleveland, O., trustee of mortgage.

Operation.—Year ending Dec. 31,	1900.	1901.
Gross receipts	$62,893	$90,390
Operating expenses and taxes	36,672	52,022
Earnings from operation	26,221	38,368
Deductions from earnings	36,148	43,678
Deficit	9,927	5,310

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 64 lb. T rail; 16 motor cars; 4 S. & H. generators, Johnson motors, 2,500 H. P. station plant, Sterling boilers, Jewett cars.

Officers.—Pres. H. P. McIntosh, V. Pres. H. A. Sherwin, Sec. & Treas. E. G. Tillotson, Gen. Man. R. L. Andrews, Supt. Joseph O'Hara, Ch. Engr. M. A. Munn, Elecn. M. Pettingill.

General Office, 133 Prospect St., Cleveland, O.

Date of information, Mar., 1902. x z

Please note date of information at end of each report.

The Cleveland & Southern Railway Co.—This company was incorporated in 1901, to take over the franchises of the Cleveland, Medina & Southern Electric Ry. Co., and is building a line 40 miles in length. 55 per cent of the capital stock of this company is owned by the Cleveland, Elyria & Western Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, none yet issued; dated July 1, 1901, due 1921; denom. $1,000; int. payable Jan. and July, at office of Western Reserve Trust Co., Cleveland, O., trustee of mortgage, or Standard Trust Co., New York.

Officers.—Pres. W. H. Lamprecht, V. Pres. A. H. Pomeroy, (Berea, O.), Sec. F. L. Fuller, Treas. F. T. Pomeroy.

General Office, Garfield Building, Cleveland, O.

Date of information, Mar., 1902. z

People's Railway Co.—Incorporated in Feb., 1902. While it has not been definitely announced that this company proposes to carry through the plan of Mayor Johnson for giving the citizens of Cleveland a three cent fare line, it is generally understood that this is the company which is proposing to carry the project through. Franchises for the three cent fare lines were offered on Feb. 10, 1902, and John B. Hoefgen, of Brooklyn, N. Y., was the only bidder. The bid was accompanied by a cash deposit of $50,000, which was given to secure compliance with the terms of the contract. The franchise granting the right to build the three cent fare lines was passed by the Council Mar., 1902, and covers seventeen routes.

Incorporators.—E. J. Blandin, W. L. Rice, A. E. Green, John M. Garfield, E. G. Harte.

Date of information, Mar., 1902. x

CLINTON, IA.

Population in 1880, 9,052, in 1890, 13,619, in 1900, 23,000.

State Electric Co.—This company is the successor to the Clinton & Lyons Horse Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. girder and T rail; 18 cars, of which 12 are motor cars and 6 trail cars; 350 H. P. generators, 350 H. P. engines, Allis engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Pullman and St. Louis cars, Brill and McGuire trucks.

OFFICERS.—Pres. E. C. Walsh, V. Pres. D. Langan, Sec. C. C. Coan, Treas. A. L. Stone, Gen. Man. J. P. Calnan, Supt. R. M. Howard.

GENERAL OFFICE, Clinton, Ia.

Date of information, Jan., 1902. z

CLINTON, MASS.

Population in 1880, 8,029, in 1890, 10,424, in 1900, 13,667.

Clinton & Hudson Street Railway Co.—This road was placed in operation Apr. 20, 1900, and in Oct. 1900, was consolidated with the Leominster & Clinton St. Ry. Co., which is now a part of the Worcester consolidated system.

CAPITAL STOCK, authorized and issued, $160,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; 6 cars.

OFFICERS.—Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Man. Supt. & Pur. Agt. Geo. H. Burgess, Leominster; Elecn. E. T. Bates.

DIRECTORS.—James A. Parker, F. R. Hart, Andrew J. Peters, B. W. Warren, F. W. Kendrick, Irvin McD. Garfield, Boston; Samuel E. Winslow, Justin W. Lester, Worcester.

GENERAL OFFICE, Worcester, Mass.

Date of information, Dec., 1901. b

Concord & Clinton Street Railway Co.

CAPITAL STOCK, $60,000.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 70,862	Capital stock	$ 60,000
Land and buildings	74,500	Current liabilities	104,555
Cash and current assets	20,124	Profit and loss (surplus)	931
Total	$165,486	Total	$165,486

PLANT AND EQUIPMENT.—Miles of track (electric), 5.38.

OFFICERS.—Pres. Walter R. Dame, V. Pres. Chas. H. Persons, Sec. M. J. Buckley, Treas. Wm. S. Reed, Gen. Man. & Supt. John W. Ogden.

DIRECTORS.—W. R. Dame, Wm. S. Reed, Chas. W. Shippee, Chas. H. Persons, Julius Locure, Alonzo Tower, Julius M. Smith.

GENERAL OFFICE, 315 Exchange St., Boston, Mass.

Date of information, Dec., 1901. b

CLINTON, MO.

Population in 1880, 2,868, in 1890, 4,737, in 1900, 8,000.

Clinton Street Railway Co.—Chartered in 1888, for 20 years.

CAPITAL STOCK, $12,000; par value; $100 per share.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft.; Z. T and crescent rail; 8 horses, 5 horse cars.

OFFICERS.—Pres. H. P. Faris, V. Pres. A. Faris, Sec. & Treas. J. R. Winters.

GENERAL OFFICE, Clinton, Mo.

Date of information, Jan., 1902. z

COHOES, N. Y.

Population in 1880, 19,416, in 1890, 22,509, in 1900, 24,108.

The Cohoes City Railway Co.—Chartered July 29, 1894. On Dec. 30, 1899, this company made a traffic agreement through the Albany Ry. with the United Traction Co. of Albany.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $50,000; due July 1, 1905. Second mortgage 6 p. c. gold bonds, $35,000, due May 1, 1906.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$20,357	$20,301	$20,625	$20,005
" other sources	7,964	7,843	7,576	6,097
Receipts total	28,321	28,144	28,201	26,102
Operating expenses	29,337	29,865	32,541	21,921
Earnings from operation	*1,016	*1,721	*4,340	4,181
Deductions from earnings.				
Interest	5,249	5,100	5,100	5,100
Taxes	1,542	1,301	1,403	2,235
Net income	*7,807	*8,122	*10,843	*3,155
To surplus account	*10,061	*18,183	*29,026	*32,181

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	
Passengers carried	475,850
Car miles run	207,468
Total receipts per car mile	$.125
Operating expenses per car mile	.106

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$150,038	$152,377	$152,422	$151,637
Cash	1,413	1,344	606	1,951
Other assets	7,776	187	7,341	6,135
Profit and loss (deficit)	10,061	18,183	29,026	32,181
Total	$169,288	$172,091	$189,395	$191,904
LIABILITIES.				
Capital stock	$50,000	$50,000	$50,000	$50,000
Funded debt	85,000	85,000	85,000	85,000
Loans	23,633	36,500	47,000	47,000
Accounts payable	10,412			7,825
Other liabilities	243	591	7,395	2,078
Total	$169,288	$172,091	$189,395	$191,904

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; 14 motor cars.

OFFICERS.—Pres. John W. McNamara, V. Pres. R. Hornby, Sec. L. P. Wood, Treas. T. J. Van Antwerp, Gen. Man. E. S. Fassett. Supt. John F. Hartly.

DIRECTORS.—R. C. Pruyn, J. W. McNamara, E. S. Fassett, T. J. Van Antwerp, A. Hessberg, L. P. Wood, R. Hornby, J. E. McLean, John Clute.

GENERAL OFFICE, 600 Broadway, Albany, N. Y.

Date of information, Dec., 1901. b

COLORADO SPRINGS, COL.

Population in 1880, 4,226, in 1890, 11,140, in 1900, 19,000.

Colorado Springs Rapid Transit Railway Co.—Chartered 1890, in perpetuity. In Feb., 1895, the company leased the Manitou Electric Ry. & Construction Co. for 10 years.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT—First mortgage 6 p. c. bonds, authorized and issued, $350,000; denom. $1,000; dated 1890, due 1910; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York.

Consolidated mortgage 6 p. c. gold bonds, authorized, $500,000; issued, $150,000; in escrow to retire first mortgage bonds, $350,000; dated Apr. 1, 1891, due 1921, but subject to call after Oct. 1, 1896; int. payable Apr. and Oct., at Chemical Nat'l Bank, of New York; trustee of mortgage, Central Trust Co., of New York.

PLANT AND EQUIPMENT.—Miles of track owned (electric), 28.5; leased (electric) 1.5; gauge, 4 ft. 8½ in.; 30 lb. and 65 lb. T rail; 56 cars, of which 28 are motor cars and 13 trail cars; Allis and Reynolds-Corliss engines, Gen. Elec. dynamos and motors, Pullman and Woeber cars

OFFICERS.—Pres. W. S. Stratton, Sec. & Treas. William Lloyd, Gen. Man., Pur. Agt. & Elecn. D. L. Macaffree, Ch. Engr. of Power Station, C. Bibb.

GENERAL OFFICE, Colorado Springs, Col.; address P. O. Box 1267.

POWER STATIONS, Cascade and Moreno Aves. and Los Ammos St.

REFERENCES—Prospectus, Vol. IX, Apr., '93, p. 238. MANITOU & PIKE'S PEAK R. R. Co.—Description of road, Vol. IX, Apr., '93, p. 238 (ill.).

Date of information, Mar., 1902. z

COLUMBIA, S. C.

Population in 1880, 10,036, in 1890, 15,359, in 1900, 21,108.

Columbia Electric Street Railway, Light & Power Co.—This company owns a 500 H. P. water power plant, an auxiliary steam plant, and electric light plant and the railway plant described below.

CAPITAL STOCK, authorized and issued, $350,000 (increased from $75,000 by act of assembly 1899).

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $350,000; coupon, but may be registered; dated Jan., 1900, due 1930; denom. 1,000; int. payable Jan. and July, in Columbia, and at office of South Carolina Loan & Trust Co., of Charleston, S. C.

PLANT AND EQUIPMENT.—Miles of track (electric). 14; gauge, 4 ft. 8½ in.; 48 lb. T rail; 26 motor cars, of which 10 are closed cars and 16 open cars; Gen. Elec. motors, Laconia cars.

OFFICERS.—Pres. W. B. Smith-Whaley, V. Pres. W. A. Clark, Treas. & Gen. Man. E. B. Clark, Sec. W. H. Lyles, Supt. Transportation A. Wallace, Elecn. E. F. Lilly, M. Mech. C. D. Boling.

DIRECTORS.—W. B. S. Whaley, W. A. Clark, James Woodrow, R. W. Shand, W. G. Childs, Wilie Jones, W. H. Lyles.

GENERAL OFFICE, Assembly & Washington Sts.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Mar., 1902. z

COLUMBUS, GA.

Population in 1880, 10,123, in 1890, 17,303, in 1900, 23,619.

Columbus Railroad Co.—Chartered Sept. 15, 1866. The North Highlands R. R. Co. was consolidated with this company by purchase in Dec., 1894. This company also acquired by purchase all the property of the Brush Electric Light & Power Co. of Columbus, Ga. in March, 1898.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—New issue of bonds, $680,000, as follows: First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $430,000; and second mortgage 6 p. c. non-accumulative gold bonds authorized and issued, $250,000; dated March 2, 1898, due Oct. 1, 1937; int. payable Apr. and Oct., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgages.

NOTE.—Of the above first mortgage bonds, $27,000 are held by the Trust Co. to secure $27,000 of underlying 6 p. c. bonds, due in 1913; and $20,000 are left in hands of Trust Co. to be used for improvements.

OPERATION.—Year ending Dec. 31,	1898.	1899.	1900.
Gross receipts railway and lighting plant.	$90,488	$90,580	$96,507
Operating expenses	55,645	59,398	65,634
Earnings from operation	34,843	31,182	30,873
Deductions from earnings.			
Interest on bonds	11,695	21,770	21,770
Taxes	2,672		
Net income	20,476	9,412	9,103
Total surplus account		75,395	84,645
Per cent. op. exp. to total receipts	64.	65.5	68.0

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.
Cost of road and lighting plant	$ 965,551	$ 992,307	$1,007,479
Other permanent investments	3,000	3,000	3,000
Cash	8,093	11,426	6,312
Bills and accounts receivable	89,111	4,719	6,700
Material and supplies	1,400	1,932	2,615
Total	$1,067,155	$1,013,384	$1,026,106
LIABILITIES.			
Capital stock	$ 250,000	$ 250,000	$ 250,000
Funded debt	680,000	680,000	680,000
Accrued interest	5,442	5,442	5,442
Bills and accounts payable	57,552	2,907	6,019
Profit and loss (surplus)	74,161	75,035	84,645
Total	$1,067,155	$1,013,384	$1,026,106

PLANT AND EQUIPMENT.—Miles of track, 14.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 22 cars, of which 17 are motor cars, 5 trail cars, Gen. Elec. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. G. J. Baldwin, V. Pres. Jno. F. Flournoy, (Columbus, Ga.); Sec. F. U. Gerrard, Treas. H. B. Sawyer.

DIRECTORS.—C. A. Stone, L. F. Gerrard, F. U. Gerrard, J. F. Flournoy, G. J. Baldwin, E. S. Webster, J. S. Bartlett.

GENERAL OFFICE, Columbus, Ga.

REFERENCES.—Separate cars for colored people, Vol. XVI, July 28, '00, p. 681; description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Jan., 1902. z

COLUMBUS, IND.

Population in 1880, 4,813, in 1890, 6,719, in 1900, 10,500.

John S. Crump's Street Railway.—Chartered May 30, 1890, in perpetuity. This is not an incorporated company, the property and franchises being owned by John S. Crump.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 30 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars; Ide engines, American and Brownell cars.

OFFICERS.—Proprietor John S. Crump, Man. R. F. Gottschalk, Supt. J. W. Crump, Jr.

Date of information, Jan., 1902. z

COLUMBUS, O.

Population in 1880, 51,647, 1890, 88,150, in 1900, 125,560.

Columbus Railway Co.—This company was incorporated in Aug., 1899, and is a consolidation of the Columbus Street Ry. Co., chartered Apr. 25, 1892, the Crosstown Street Ry. Co., chartered 1893, and the Columbus Central Ry. Co., chartered 1893.

Capital Stock.—Common authorized, $3,500,000, issued, $3,000,000, in treasury, $500,000; par value, $100 per share.

Preferred, 5 p. c. cumulative authorized $3,500,000, issued, $3,000,000, in treasury, $500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 4 p. c. gc'd bonds authorized and issued, $2,033,000; dated Oct. 1, 1899, due 1939: denom. $1,000; int. payable Jan., Apr., July and Oct.

The Columbus Street Ry. Co.'s first consolidated mortgage 5 p. c. bonds, $2,362,000; dated July 1, 1892, due 1932; denom. $1,000; int. payable Jan. and July.

The Crosstown Street Ry. Co.'s first mortgage 5 p. c. bonds, $572,000, dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec.

The Columbus Consolidated Street R. R. Co.'s first mortgage 5 p. c. bonds, $638,000; dated July 1, 1899, due 1909; denom. $1,000; int. payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 106.43; gauge, 5 ft. 2½ in.; 45 lb. to 74 lb. T and 45 lb. to 107 lb. girder rail; 263 passenger cars, of which 141 are box and 80 are open motor cars, 14 box and 28 open trail cars, 4 motor freight cars, 171 motor trucks; Gen. Elec. and West motors. Spring St. power station 10—B. & W. boilers aggregating 2250 H. P., 3 McI. & S, 2 Buckeye and 1 Green-Wheelock compound engines aggregating 3900 H. P., one 850 K. W. and two 500 K. W. and seven 75 K. W. Gen. Elec. generators aggregating 2375 K. W. Milo Station—8 Sterling boilers aggregating 1600 H. P., West engines and generators aggregating 1100 H. P.

Officers.—Pres. Robert E. Sheldon, V. Pres. Treas. & Gen. Man. Edward K. Stewart, 2nd V. Pres. Clarence M. Clark, Sec. & Audr. P. V. Burington, Gen. Supt. M. S. Hopkins.

Directors.—Robert E. Sheldon, E. K. Stewart, Geo. W. Sinks, Theodore Rhoads, C. M. Clark.

Executive Committee.—E. K. Stewart, Robert E. Sheldon, Geo. W. Sinks.

General Office, 14 No. High Street, Columbus, O.

Power Stations, West Spring St., Columbus, and at Milo, O.

References.—Description of road, Vol. VII, Jan., '91, p. 2; description of power plant, Vol. VIII, June, '92, p. 341 (ill.). GLENWOOD & GREENLAWN STREET RY. CO.—Financial report, Vol. IX, Aug., '93. p. 559; annual report, 1894, Vol. XI, Feb., 95, p. 119; dividend, Vol. IX, Feb., '93, p. 128. Description of park, Vol. XV., Jan., '99, p. 25 (ill.); annual report, Vol. XV, Feb., '99, p. 105; operating methods, Vol. XVI, Sept. 1, '00, p. 789 (ill. map); annual meeting, Vol. XVII, Jan. 26, '01, p. 126; revised franchise ordinance, Vol. XVII, Jan. 26, '01, p. 126; description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1902. z

For map of road see page 73.

Worthington, Clintonville & Columbus Street Railway Co.—Began operation 1893.

Capital Stock, authorized, $40,000, issued, $32,000.

Plant and Equipment.—Miles of track (electric), 5; gauge, 5 ft. 2 in.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; West. dynamos and motors, Brill cars; rent power.

Please note date of information at end of each report.

MAP OF
COLUMBUS, OHIO
SHOWING
Street Railway System of
THE COLUMBUS RAILWAY CO.
WESTERVILLE 14½ MILES
MINERVA PARK 9¾ MILES
OLENTANGY PARK
OHIO STATE UNIVERSITY
OHIO STATE FAIR GROUNDS
ARLINGTON
SCIOTO RIVER
HOCKING VALLEY RY
CITY LINE
BULLITT PARK
STATE HOSPITAL FOR INSANE
INSTITUTE FOR FEEBLE MINDED YOUTH
BRYDEN ROAD
MOLER ST
GREENLAWN AVE
HOLDING VALLEY RY SHOPS
44 STEEL PLANT

Officers.—Pres. F. D. Simons, Sec. & Treas. T. A. Simons, Aud. R. M. Weaver, Ch. Engr. & Elecn. J. W. Owen.

General Office, 61 Wheeler Bldg., Columbus, O.

Date of information, Mar., 1902. z

Columbus, Grove City & Southwestern Railway Co.—This road extends from Columbus to Grove City and Morgans, and uses the tracks of the Columbus, London & Springfield Ry. Co. in Columbus.

Capital Stock, $250,000.

Funded Debt, $210,000.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 9 cars, of which 6 are motor cars and 3 trail cars; G. E. motors; power rented.

Officers.—Pres. Emmett Tompkins, Sec. F. W. Merrick, Gen. Man. H. A. Fisher.

Directors.—A. E. Appleyard, Boston, Mass.; Emmett Tompkins, F. W. Merrick, John G. Webb, H. A. Fisher, C. A. Alderman.

General Office, 36 W. Gay St., Columbus, O.

Date of information, Mar., 1902. z

Columbus, London & Springfield Railway Co.—This company was organized in 1900 to construct an interurban electric railway rom Columbus, via London, to Springfield, a distance of 25 miles. The company also owns and operates the Columbus, Grove City & Southern Ry.

Capital Stock, authorized, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000; dated Oct. 1, 1900, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Continental Trust Co., of New York, trustee of mortgage.

Officers.—Pres. J. S. Harshman, 1st V. Pres. F. J. Green, 2d V. Pres. & Gen. Màn. H. A. Fisher, Sec. Emmett Tompkins, Treas. John G. Webb, Ch. Engr. C. A. Alderman.

Directors.—A. E. Appleyard, Boston, Mass.; J. S. Harshman, Springfield, O.; H. A. Fisher, F. J. Green, Emmett Tompkins, John G. Webb, C. A. Alderman.

General Office, 36 W. Gay St., Columbus, O.

Reference.—Opening, Vol. XVIII, July 20, '01, p. 78.

Date of information, Jan., 1902. z

Urbana, Mechanicsburg & Columbus Electric Railway Co.—This company was organized in 1900 to construct an electric railway from Columbus, through Mechanicsburg, to Urbana. Franchises have been secured, and construction work commenced in Franklin Co., in Oct., 1900.

Capital Stock, $100,000.

Funded Debt.—

Officers.—Pres. H. A. Axline, Sec. & Treas. Colin McDonald.

General Office, Board of Trade Building, Columbus, O.

Date of information, Jan., 1902. z

Columbus, Delaware & Marion Electric Railroad Co.—This company has 45 miles of track under construction.

Officers.—Pres. & Man. Thomas A. Simons, V. Pres. & Pur. Agt. J. E. Latimer, Sec. O. W. Aldrich, Treas. J. W. Holcomb, Supt. F. D. Simons.

General Office, Columbus, O.

Date of information, Jan., 1902. z

Columbus, New Albany & Johnstown Railway Co—This company was organized in 1899 to construct an electric railway from Columbus to Johnstown through New Albany, 22 miles.

Capital Stock, $200,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $100,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable at office of Cleveland Trust Co., trustee of mortgage.

Officers.—Pres. Daniel J. Ryan, V. Pres. William Shepard, Sec. Treas. & Gen. Man. L. P. Stephens.

General Office, Gay & High Sts., Columbus, O.

Date of information, Jan., 1902. z

Columbus, Buckeye Lake & Newark Traction Co.—Chartered Oct. 19, 1899.

Capital Stock, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $1,125,000; dated Nov. 1, 1901, due 1921: denom. $1,000; int. payable May and Nov., at office of Knickerbocker Trust Co., New York, trustee of mortgage.

Plant and Equipment. — Miles of track (under construction), 40; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 12 motor cars; Hooven, Owens & Rentschler engines, Gen. Elec. dynamos and motors, Barney & Smith and Jewett cars, Peckham trucks.

Officers.—Pres. S. Reed Anthony, V. Pres. Arthur E. Appleyard, Sec. Frank W. Merrick, Treas. Chauncey Eldridge, Supt. J. H. Harrigan.

Directors.—S. Reed Anthony, A E. Appleyard, Chauncey Eldridge, Boston, Mass.; Wm. R. Pomerene, Coshocton, O.; F. W. Merrick, S. R. Dunbar, Fred. J. Green, Columbus, O.

General Office, Columbus, O.

Power Station, Hebron, O.

Date of information, Mar., 1902. x z

Scioto Valley Traction Co.—This road has 60 miles of track under construction.

Officers.—Pres. B. Mahler, Cleveland; V. Pres. W. F. Burdell, Columbus; Sec. & Treas. E. R. Sharp, Columbus; Man. & Ch. Engr. A. W. Jones, Columbus.

General Office, Board of Trade Building, Columbus, O.

Date of information, Jan., 1902. z

CONCORD, N. H.

Population in 1880, 13,843, in 1890, 17,004, in 1900, 19,632

Concord Street Railway.—Chartered 1879, in perpetuity. Annual meeting first Wednesday in Sept.

CAPITAL STOCK.—Common stock, authorized, $100,000, issued. $50,000; par value, $100 per share.

6 p. c. cumulative preferred stock, authorized, $100,000, issued. $50,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $118,500, in escrow (see Note), $31,500; dated Dec. 1, 1893, due 1913; denom. $500; int. payable June and Dec., at office of Nat'l Bank of Redemption, of Boston, trustees of mortgage, John F. Jones and Josiah E. Fernald, of Concord.

NOTE.—$31,500 of the first mortgage bonds are in the hands of the trustees and may be issued and sold for new track and rolling stock at a rate not exceeding 75 per cent. of the cost thereof, nor $8,000 per mile of track.

The first mortgage bonds may be called for payment in 1898 or at any time thereafter till 1903 at 102 and accrued interest, and in 1903 and thereafter they may be called at par and accrued interest.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers....	$48,908	$51,979	$54,983	$60,955	$68,740
" " other sources.	871	461	2,381	3,513	1,535
" total.....	49,779	52,440	57,364	64,468	70,275
Operating expenses.....	43,479	44,510	49,475	50,869	54,893
Earnings from operation....	6,300	7,930	7,889	13,599	15,382
Deductions from earnings.					
Interest charges.....	5,738	5,912	5,951	6,140	6,020
Taxes.....	748	811	793	815	916
Improvements.....				884	
Net income.....	*185	1,207	1,145	5,760	8,446
Total surplus.....					11,971

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses.....	$13,854
Transportation expenses.....	26,127
Maintenance of way and buildings.....	9,018
Maintenance of equipment.....	5,895
Total.....	$54,893

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried.....	1,374,808
Car miles run.....	393,795
Total receipts per car mile.....	$.179
Operating expenses per car mile.....	.139

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction.....	$ 91,700	$ 91,700	$ 91,700	$ 91,761	$ 90,978
Equipment.....	101,677	102,398	103,973	104,795	112,244
Real estate.....	29,494	29,894	30,140	30,140	30,636
Cash assets.....	552	1,015	455	3,644	2,793
Bills receivable.....		2,500	2,500		
Materials and supplies.					2,135
Profit and loss (deficit).	151	1,018	2,057		
Total.....	$223,575	$228,525	$230,825	$230,340	$238,786

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock com.....	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
" " pref.....	50,000	50,000	50,000	50,000	50,000
Funded debt.....	116.000	118,500	118,500	118,500	118,500
Bills payable.....	7,575	10,025	12,325	11,825	8,316
Profit and loss (surplus)				15	11,971
Total.....	$223,575	$228,525	$230,825	$230,340	$238,786

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 3 ft.; 50 lb. and 60 lb. T and 90 lb. girder rail; 29 cars, of which 23 are motor cars and 6 trail cars, 1 snow plow, 500 H. P. station plant; Rollins engines, Gen. Elec. and West. dynamos and motors, Briggs, Lamokin and Stephenson cars, Tripp and Taylor trucks.

OFFICERS.—Pres. Lucius Tuttle, Boston, Mass.; Sec. John M. Mitchell, Concord, N. H.; Treas. John F. Webster, Concord, N. H.; Supt. Henry A. Albin, Concord, N. H.; Gen. Pass. Agt. Frank E. Brown, Concord, N. H.

DIRECTORS.—Lucius Tuttle, Benj. A. Kimball, Samuel C. Lawrence, Chas. E. Morrison, Henry Reed, Alvah W. Sulloway, Hiram A. Tuttle.

GENERAL OFFICE, 20 Pleasant St., Concord, N. H.

REFERENCE.—Notes, Vol. VII, July, '91, p. 374; description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Nov., 1901. b

CONNELLSVILLE, PA.

Population in 1890, 5,629, in 1900, 7,160.

Connellsville, New Haven & Leisenring Street Railway Co.—Chartered May 9, 1891, in perpetuity. Annual meeting second Monday in Jan. In 1900 it was reported that this company had been purchased by the newly organized Mt. Pleasant, Connellsville & Uniontown Street Ry. Co. For latest report of this property see Pittsburg, McKeesport & Connellsville Ry. Co., Pittsburg, Pa.

CAPITAL STOCK, authorized, $100,000, issued, $70,000, in treasury, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated May 1, 1892, due 1902, but redeemable after 1897; denom. $1,000; int. payable May and Nov. at First National Bank of Connellsville, trustee of mortgage.

Note.—The first mortgage bonds may be called for payment any time after 1897 at a price of par and accrued interest.

FRANCHISES.—Municipal franchises were granted in 1890 and 1891 in perpetuity.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts.....	$17,384	$15,576	$18,735	$19,378	$24,699
Operating expenses.....	11,559	11,155	14,972	14 459	16,317
Earn. from operation.....	5,825	4,421	3,763	4,919	8,382
Deductions from earnings.					
Int. on bonds.....	800	1,183	1,200	1,400	1,500
" " floating debt.	1,710		1,845	1,085	
Taxes.....		447	240		73
Other deductions.....	412	1,719		1,098	778
Dividends.....					1,500
Net income.....	2,903	*1,072	478	1,336	4,531
Total surplus account.	*570	502	980	2,216	6,497
Per cent. op. exp. to total rec.	66.5	71.6	81.5	74.6	66.0

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road.....	$ 85,385	$ 85,385	$ 85,581	$ 85,581	$ 85,725
" equipment.....	33,022	32,890	32,781	32,774	32,749
Cash and current assets.	160	1,573	575	716	4,383
Other assets.....	691		745	597	873
Profit and loss (deficit).	570				
Total.....	$119,828	$119,848	$119,684	$119.668	$123,730
LIABILITIES.					
Capital stock.....	$ 70,000	$ 70,000	$ 70,000	$ 70,000	$ 70,000
Funded debt.....	13,000	21,000	24,000	24,000	30,000
Bills payable.....		24,900	24,504	16,750	16,350
Accrued interest.....	175	200	200	250	250
Other liabilities.....	28,653	247		452	633
Profit and loss (surplus).		502	980	2,216	6,497
Total.....	$119,828	$119,848	$119,684	$119,668	$123,730

PLANT AND EQUIPMENT.—Miles of track (electric), 5.25; gauge, 5 ft. 2½ in.; 60 lb. girder rail; 5 motor cars; 2,100 H. P. Taylor engines, Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Wm. H. Graham, Sec. J. K. Ewing, Jr., Treas. M. K. Salsburg, Supt. Pur. Agt. & Elecn. D. S. Fornwalt, Ch. Engr. L. S. Michaels.

DIRECTORS.—Jos. Soisson, A. D. Boyd, J. K. Ewing, Jr., John D. Frisbee, Nath'l Ewing, John K. Ewing.

GENERAL OFFICE, Connellsville, Pa.

Date of information, Jan., 1901. b

Connellsville Suburban Street Railway Co.—This company began operation on Dec. 17, 1896.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

OPERATION.—Year ending	Dec. 31, 1898.	Dec. 31, 1899.	June 30, 1900.	June 30, 1901.
Receipts from passengers.....	$14,184	$16,390	$17,723	$20,628
" " other sources.....	389	156	179	242
" total	14,573	16,546	17,902	20,870
Operating expenses	8,654	10,262	11,682	11,920
Earnings from operation	5,919	6,284	6,220	8,950
Deductions from earnings.				
Taxes.....	277	301	369	414
Other deductions.....		628	650	636
Net income	5,642	5,355	5,201	7,900
Dividends paid		2,500	5,000	2,500
To surplus account.....	349	2,855		5,400
Total surplus account.....	6,275	9,130		4,755

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$22,467	$22,467	$22,467
" " equipment	6,430	6,452	7,227
Cash.....	5,034	631	738
Other assets.....	599	2,335	6,572
Total.....	$34,530	$31,885	$37,005
LIABILITIES.			
Capital stock.....	$25,000	$25,000	$25,000
Suspense account	400	1,250	7,250
Profit and loss (surplus).....	9,130	5,635	4,755
Total.....	$34,530	$31,885	$37,005

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 56 lb. T rail; 4 motor cars; West. motors, Stephenson and Newcastle cars, Brill trucks.

OFFICERS.—Pres. Joseph Soisson, V. Pres. Geo. J. Humbert, Sec. & Treas. R. W. Soisson, Gen. Supt. Chas. L. Mentzer.

DIRECTORS.—A. C. Shearrard, Joseph Soisson, W. F. Soisson, H. L. Kurtz, Geo. J. Humbert, Jos. D. Madigan.

GENERAL OFFICE, Connellsville, Pa.

REFERENCES.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Aug., 1901. b

Mt. Pleasant, Connellsville & Uniontown Street Railway Co.—For latest report of this property see Pittsburg, McKeesport & Connellsville Ry. Co., Pittsburg, Pa. This company was organized in 1900 to consolidate the Connellsville, New Haven & Leisenring Street Ry. and the Uniontown Street Ry., extending the lines to reach from Fairchance, through the coal belt to Pittsburg, and connecting Braddock, McKeesport, West Newton, Silverton, Mt. Pleasant, Connellsville, New Haven, and Dunbar. In Dec., 1900, the line between Connellsville and Uniontown was placed in operation.

Date of information, Dec., 1900. x

CONWAY, MASS.

Population in 1880, 1,760, in 1890, 1,451, in 1900, 1,556.

Conway Electric Street Railway Co.—This company commenced operation Apr. 2, 1895.

CAPITAL STOCK, authorized, $100,000, issued, $35,950; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, and issued $35,000; dated Jan. 1, 1895, due 1915, but subject to call at par on Jan. 1, 1905 and thereafter; int. payable Jan. and July; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

Second mortgage 6 p. c. gold bonds, authorized and issued, $10,000; dated Aug. 1, 1898, due July 1, 1918, denom. $500; trustees of mortgage, J. W. Stevens, of Greenfield, E. P. Chapin, of Springfield, and H. W. Billings.

5 p. c. real estate mortgage, $900; due on demand.

NOTE.—The above described bonds are held by the directors of the company as security for their endorsement of bills payable.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$1,793	$2,398	$2,744	$3,057	$ 3,389
" other sources ..	3,336	4,190	4,492	6,626	6,990
" total.	5,129	6,588	7,236	9,683	10,379
Operating expenses.....	4,588	5,096	4,642	7,068	6,288
Deficit from operation ...	* 541	1,492	2,594	*2,615	4,091

Please note date of information at end of each report.

Other deductions.	1897.	1898.	1899.	1900.	1901.
Interest	2,370	2,957	2,900	2,384	3,213
Taxes	419	208	506	395	490
Net deficit	2,248	1,673	812	164	388
Total deficit	7,024	8,697	9,509	9,673	9,285
*Surplus.					

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 412	$1,037	$ 487	$ 790	$ 649
Maint. of way and bldgs.	955	789	555	834	409
" equipment	28	571	387	654	919
Transportation expenses	3,192	2,699	3,213	4,790	4,311
Total	$4,588	$5,096	$4,642	$7,068	$6,288

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Revenue passengers carried	51,403	55,098	61,743	63,188
Car miles run	30,058	25,844	33,616	30,558
Total receipts per car mile	$.219	$.280	$.288	$.340
Operating expenses per car mile	.170	.175	.210	.206

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$59,698	$63,683	$65,683	$65,683	$65,656
" equipment	5,889	5,889	5,889	10,190	10,191
Land and buildings	9,180	10,680	19,680	10,899	9,599
Other permanent property	1,500				
Cash and current assets	371	304	2,399	3,090	2,255
Bills and accounts receivable		1,046			
Profit and loss (deficit)	7,024	8,697	9,509	9,673	9,285
Total	$83,662	$90,299	$94,160	$99,535	$96,985
LIABILITIES.					
Capital stock	$25,000	$35,800	$35,900	$35,900	$35,950
Unfunded debt		52,400	56,289	58,610	60,016
Real estate mortgages	900		900	900	
Loans and bills payable	56,230	390		2,070	
Other liabilities		1,258	1,070	2,055	1,020
Accrued interest	1,532	451			
Total	$83,662	$90,299	$94,160	$99,535	$96,985

PLANT AND EQUIPMENT.—Miles of track (electric), 6.35; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 10 freight cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Wason cars.

OFFICERS.—Pres. John B. Packard, Sec. & Gen. Man. John B. Laidley, Treas. A. C. Guilford, Audr. F. A. Delabarre, Supt. Eli S. Briggs.

DIRECTORS.—C. Batchelder, J. B. Packard, E. Brown, Chas. Parsons, A. P. Delabarre, F. Pease, F. A. Delabarre.

GENERAL OFFICE, Conway, Mass.

Date of information, Dec., 1901. b

COPLAY, PA.

Population in 1900, 1,581.

Coplay, Egypt & Ironton Street Railway Co.—Chartered May 13, 1898. This road is operated by the Lehigh Valley Traction Co.

BALANCE SHEET—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$210,000	Capital stock	$60,000
		Funded debt	150,000
Total	$210,000	Total	$210,000

OFFICERS.—Pres. H. J. Horn, Walter J. Saeger, John W. Eckert.

DIRECTORS.—H. J. Horn, Coplay, Pa.; Walter J. Saeger, Allentown, Pa.; John W. Eckert, Allentown, Pa.; R. W. Lester, Philadelphia, Pa.; E. G. Stemmetz, Hokendauqua, Pa.

Date of information, Aug., 1901. b

CORNING, N. Y.

Population in 1880, 7,402, in 1890, 10,188, in 1900, 12,500.

Corning & Painted Post Street Railway.—Chartered Dec. 11, 1894. Operation commenced Nov. 1, 1895. Annual meeting first Tuesday in May.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $100,000; dated Jan. 1, 1896, due 1916; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$25,044	$24,716	$25,228	$27,628	$29,244
" other sources	83	113	112	130	1,559
" total	25,127	24,849	25,340	27,758	30,803
Operating expenses	21,290	19,226	20,026	20,936	18,806
Earnings from operation	3,837	5,603	5,314	6,822	11,997

Deductions from earnings.	1897.	1898.	1899.	1900.	1901.
Interest on funded debt.	5,000	5,000	5,000	5,000	5,000
" unfunded "	435	325	653	538	675
Taxes	890	1,013	1,034	1,039	1,360
Deficit	2,489	734	1,373	*245	4,962
Total deficit	2,936	3,670	5,042		*164
*Surplus.					

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 4,906	$ 4,495	$ 4,995	$ 4,084	$ 3,528
Transportation expenses	13,372	12,504	12,243	11,928	12,418
Maint. of way and bldgs.	1,657	1,320	1,343	2,438	1,430
" equipment	1,355	907	1,445	2,486	1,431
Total	$21,290	$19,226	$20,026	$20,936	$18,806

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Revenue pass. carried	500,777	492,226	503,220	552,257	599,198
Transfer " "			25,278	24,614	12,484
Car miles run	187,021	187,106	181,973	183,827	173,750
Total receipts per car mile	$.134	$.132	$.139	$.151	$.177
Oper. exp. per car mile	.114	.102	.110	.113	.108

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$130,836	$130,853	$130,853	$130,853	$205,521
Cost of equipment	72,957	73,005	73,191	73,222	
Cash	335	588	335	355	2,461
Bills receivable	36	36	36	211	211
Materials and supplies	1,000	1,013	1,363	1,363	1,363
Unexpired insur. & int.	200	835	780	1,083	
Other assets					609
Profit and loss (deficit)	2,936	3,670	5,042	4,850	
Total	$208,300	$210,000	$211,600	$211,937	$210,165
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Accounts payable	8.300	10,000	11,600	11,937	10,053
Profit & loss (surplus)					111
Total	$202,500	$210,000	$211,600	$211,937	$210,165

PLANT AND EQUIPMENT.—Miles of track (electric), 5.9; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder and T rail; 12 motor cars; Paine engines, Walker dynamos, Gen. Elec. 800 motors, Brill cars and trucks.

OFFICERS.—Pres. E. P. Shaw, Sec. & Asst. Treas. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Supt. J. A. Wilcox.

DIRECTORS.—W. H. Tylee, Geo. A. Butman, F. H. Viele, L. A. Taylor, Worcester, Mass.; E. P. Shaw, Boston, Mass.; C. L. B. Tylee, Penn Yan N. Y.; C. M. Hyde, W. J. Cheney, H. H. Kendell, Corning, N. Y.; Geo. E. Tylee, Holliston, Mass.

PRESIDENT'S OFFICE, 8 Congress St., Boston, Mass.

GENERAL OFFICE, 832 State Mutual Bldg., Worcester, Mass.

Date of information, Jan., 1902. b z

CORNWALL, ONT.

Population in 1890, 2,033, in 1900 (local estimates), 9,800.

The Cornwall Electric Street Railway Co., Ltd.—This company began operation in 1896.

CAPITAL STOCK, $150,000,

FUNDED DEBT, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 9 cars, of which 7 are motor cars and 2 trail cars; Robb engines, Can. Gen Elec. dynamos and motors, Can. Gen. Elec. and Rathbun cars.

OFFICERS.—Pres. & Gen. Man. D. A. Starr, V. Pres. Duncan Monroe, Sec. & Treas. Geo. Leroux, Supt. J. Milford Taylor, Elecn. James Tunnahill, Ch. Engr. of Power Station John Murphy.

Date of information, May, 1899. z

CORTLAND, N. Y.

Population in 1880, 4,050, in 1890, 8,590, in 1900, 9,014.

Cortland County Traction Co.—This company was organized July 1, 1901, to take possession of the property of the Cortland & Homer Traction Co., which was placed in the hands of a receiver Oct. 15, 1900. A sale was held April 23, 1901, and the property was purchased by a committee of bondholders in their interests; and the above company formed to operate the road. Annual meeting July 21.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $300,000; dated Apr. 1, 1894, due 1924; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers.	$31,905	$29,516	$25,888	$28,783	$31,335
" other sources....	4,980	4,890	7,653	142	289
" total.....	36,885	34,406	33,541	28,925	31,624
Operating expenses....	17,600	17,965	16,855	16,927	19,857
Earnings from operation	19,285	16,441	16,686	11,998	11,767
Deductions from earn'gs					
Interest.....	18,000	18,908	19,269	19,408	5,526
Taxes.....	601	903	1,660	1,744	1,771
Other deductions...				977	
Net income.....	683	*3,370	*5,077	*10,131	4,470
Total surplus account...	4,397	1,027	*4,049	*15,600	*22,142
P.c.op.exp.to total rects.	47.7	52.2	50.2	58.5	62.8

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses.....	$ 2,684	$ 3,413	$ 2,743	$ 1,780	$2,629
Transportation expenses.....	11,780	11,692	11,326	11,589	12,671
Maintenance of way and bldgs	1,295	1,214	692	1,018	1,529
" " equipment...	1,842	1,646	2,094	2,540	3,029
Total.....	$17,600	$17,965	$16,855	$16,927	$19,857

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Revenue pass. carried..	675,816	620,936	596,750	572,484	622,170
Transfer " " ..				13,947	17,137
Car miles run.....	230,104	215,588	212,104	180,666	197,828
Total rcpts. per car mile	$.160	$.159	$.158	$.160	$.160
Op. ex. per car mile....	.076	.083	.079	.094	.100

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$624,004	$626,073	$630,236	$635,400	$638,601
Other permanent invest.	4,585	6,766	7,884	9,786	9,751
Cash assets.....	1,250	843			984
Other assets.....	449	847	1,797	743	743
Due by agents.....	321	572	274	369	191
Open accounts.....	2,161	3,857	13,525	11,096	11,593
Material and supplies...	3,308	4,676	4,797	6,178	7,240
Office fixtures.....	73	73	98		
Tools.....		888	1,164		
Profit and loss (deficit)..			4,049	15,600	22,142
Total.....	$637,039	$644,896	$662,562	$679,172	$691,244
LIABILITIES.					
Capital stock.....	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt.....	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued.....	4,500	4,500			
Other liabilities.....	12,500				
Accounts payable.....	12,142	12,169	62,562	79,112	91,244
Loans.....	16,000	14,700			
Accrued taxes, ins., etc.					
Profit and loss (surplus).		4,397	1,027		
Total.....	$637,039	$644,896	$662,562	$679,172	$691,244

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 11 motor and 6 trail cars; Watertown engines, Gen. Elec. dynamos and motors, Cortland and Jackson & Sharp cars.

OFFICERS.—Receiver Edwin Duffey, Cortland, N. Y.

DIRECTORS.—C. D. Simpson, H. P. Simpson, Scranton, Pa.; H. Bergholtz, Ithaca, N.Y.; H. Duffy, E. Duffy, B. F. Taylor, Cortland, N. Y.; M. L. Perrin, Pittston, Pa.

GENERAL OFFICE, 24 Main St., Cortland, N. Y.

Date of information, Nov., 1901. b

COTTAGE CITY, MASS.

Cottage City & Edgartown Traction Co.—This company is the successor to the Cottage City Street Ry. Co.

CAPITAL STOCK, $60,000.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$4,377	$3,537	$4,095	$4,635	$3,931
Operating expenses.....	4,573	3,551	3,527	3,933	3,667
Earnings from operation.....	*196	*14	568	702	264
Deductions from earnings.					
Interest on funded debt..	1,500	1,500	1,500	1,500	
Int. and discount on unfunded debts and loans.	275	307	113	146	
Taxes.....	299	188	22	20	457
Net income.....	*2,270	*2,009	*1,066	*964	*193
Dividends 4 p. c.....	1,396				
To surplus account.....	*3,666	*2,009			
Total surplus account.....	4,557	2,548	1,482	444	

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses.....	$ 637	$1,466	$1,066	$ 663	$1,284
Main. of way and bldgs.....		224	58	130	
Maintenance of equipment..	5	114	67	148	
Transportation expenses	3,020	2,769	2,359	2,586	2,649
Total.....	$3,662	$4,573	$3,551	$3,527	$3,933

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried.....	89,232	70,738	81,831	92,715	78,378
Car miles run.....	29,171	35,327	30,459	30,459	18,318
Gross receipts per car mile....	$.150	$.100	$.134	$.152	$.215
Operating exps. per car mile...	.157	.101	.115	.125	.200

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$54,697	$54,697	$54,697	$55.553	$46,424
" equipment.....	10,974	10,974	10,974	10,974	10,306
Other perm'nt invest's...	4,700	4,700	4,700	4,700	5,260
Cash and current assets..	679	167	250	497	579
Other assets.....	125	113	207		342
Profit and loss (deficit)...					193
Total.....	$71,175	$70,650	$70,828	$70,724	$63,104
LIABILITIES.					
Capital stock.....	$34,900	$34,900	$34,900	$34,900	$60,000
Funded debt.....	25,000	25,000	25,000	25,000	
Current liabilities.....	6,718	8,202	9,446	10,380	3,104
Profit and loss (surplus)..	4.557	2,548	1,482	444	
Total.....	$71,175	$70,650	$70,828	$70,724	$63,104

PLANT AND EQUIPMENT.—Miles of track (electric), 5.89; gauge, 4 ft. 8½ in.; 40 lb. T rail; 9 cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, Briggs, Jones and Ellis cars.

OFFICERS.—Pres. Arthur Burnham, Sec. & Treas. Wm. C. Loring, Supt. E. R. Frasier.

DIRECTORS.—Arthur Burnham, Wm. C. Loring, Allen A. Brown, R. N. Burnham, R. D. Burnham.

GENERAL OFFICE, Cottage City, Mass. Office of Sec. & Treas, 89 State St., Boston.

Date of information, Dec., 1901. b

COTTONWOOD FALLS, KAN.

Population in 1880, 518, in 1890, 770, in 1900 (local estimates), 1,500.

Consolidated Street Railway Co.

CAPITAL STOCK, authorized and issued, $10,000; par value, $10 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 3 ft. 6 in.; 36 lb. T rail; 10 horses, 2 horse cars; Laclede cars.

OFFICERS.—Pres. & Pur. Agt. W. Adair, V. Pres. W. A. Morgan, Sec. S. C. Adair, Treas. S. F. Jones.

Date of information, Feb., 1900. x

COUNCIL BLUFFS, IA.

Population in 1880, 18,063, in 1890, 21,474, in 1900, 25,802.

Omaha, Council Bluffs & Suburban Railway Co.—Chartered in Oct., 1899, for 50 years. Annual meeting in Jan. This company has purchased the properties of the East Omaha Street Ry. Co. and the Lake Manawa Ry. Co. Commenced operation June 1, 1900. In July, 1900, the stock and bonds of this company were purchased by the stockholders of the Omaha & Council Bluffs Ry. & Bridge Co., and the two roads will soon be consolidated.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds (see note), authorized and issued, $600,000, dated Jan, 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage,

NOTE.—Bonds may be called at any interest date after Jan., 1906, on two months notice, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 39 cars, of which 22 are motor cars and 17 trail cars, 3 dummy engines; 1,600 H. P station plant; Hamilton-Corliss engines, Siemens & Halske dynamos, Johnston motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. N. W. Wells, V. Pres. G. F. Wright, Sec. Charles T. Stuart, Treas. J. H. Millard, Gen. Supt. W. B. Tarkington.

GENERAL OFFICE, Council Bluffs, Ia.

Date of information, Jan., 1902. z

Omaha & Council Bluffs Railway & Bridge Co.—Chartered Apr. 1, 1887. This company owns the controlling interest in the capital stock and bonds of the Omaha, Council Bluffs & Suburban Ry. Co. Negotiations are pending for the consolidation of these two roads, when new bonds will be issued.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $400,000, in escrow (see Note), $100,000; coupon, but may be registered; dated Jan. 1, 1888, due 1908, but subject to call at 110 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Council Bluffs Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon, but may be registered; dated July 1, 1889, due 1909, but subject to call at 106 and int. in 1899; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company.

Note.—$100,000 of the first mortgage bonds are held in trust to provide for possible emergencies. Further first mortgage bonds may be issued at a rate not exceeding $25,000 per mile for extensions or for new acquisitions of mileage.

By the terms of the first mortgage, the sum of $20,000 per annum must be passed to the sinking fund up to Jan. 1, 1899, and $30,000 per annum thereafter.

Plant and Equipment.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. girder and T rail; 43 cars, of which 38 are motor cars and 5 trail cars; Allis and West. engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Pullman cars.

Officers.—Pres. N. W. Wells, V. Pres. George F. Wright, Sec. C. T. Stewart, Treas. J. H. Millard, Gen. Supt. W. B. Tarkington.

General Office, Council Bluffs, Ia.

References.—Description of road, Vol. VI, Mar., '90, p. 116 (ill.); Vol. IX, Feb., '93, p. 107 (ill.); gear and pinion records, Vol. XIII, Sept., '97, p. 541; notes, Vol. XVI, June 2, '00, p. 537; operating detail, Vol. XVII, Mar. 2, '01, p. 282; description of park (brief), Vol. XVII, Apr. 6, '01, p. 435; description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Jan., 1902. z

COVINGTON, GA.

Population in 1880, 1,415, in 1890, 1,823, in 1900, 2,198.

Covington & Oxford Street Railroad Co.—Chartered Feb. 14, 1888, for 20 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized, $20,000, issued, $16,400; par value, $100 per share.

FUNDED DEBT.—None.

DIVIDENDS, 4 p. c. each, payable Apr. and Oct., at Covington.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft. 8½ in.; 25 lb. T rail; 8 horses, 6 horse cars.

OFFICERS.—Pres. T. C. Swann, Sec. & Treas. J. G. Lester, Gen. Man. & Supt. R. O. Usher.

Date of information, Jan., 1901. zd

COXSACKIE, N. Y.

Coxsackie & Greenville Traction Co.—Chartered July 28, 1898. Annual meeting first Monday in May. This company has been consolidated with the Greene County Traction Co., and expects to build a road from Coxsackie to Oak Hill, about 17 miles.

CAPITAL STOCK, authorized and issued, $200,000; par value, $50 per share.

OFFICERS.—Pres. N. A. Calkins, Coxsackie, N. Y.; V. Pres. T. E. Smith, New York; Sec. Lucius Smith, Treas. W. S. Vanderbilt.

GENERAL OFFICE, Coxsackie, N. Y.

Date of information, Jan., 1902. z

Windham Traction Co.—Chartered July 28, 1898, to construct an electric railway from Durham to Windham, Hensonville and East Windham, about 20 miles.

CAPITAL STOCK, authorized, $250,000, issued, $20,000; par value, $50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Gen. Man. George C. Spencer.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, Aug., 1901. b

Middleburgh & Oak Hill Traction Co.—Chartered July 28, 1898. Annual meeting first Wednesday in June. To construct an electric railway from Middleburgh to Oak Hill, about 25 miles.

CAPITAL STOCK, authorized, $300,000, issued $25,000; par value, $50 per share.

OFFICERS.—Pres. T. E. Smith, V. Pres. Lucius Smith, Sec. W. S. Smith, Treas. T. E. Smith, Gen. Man. George Spencer.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, Aug., 1901. b

Oak Hill Traction Co.—Chartered July 28, 1898, to construct an electric railway from Norton Hill to Durham, East Durham and West Durham, about 20 miles.

CAPITAL STOCK, authorized $250,000, issued, $20,000; par value, $50 per share.

OFFICERS.—Pres. & Treas. T. E. Smith, V. Pres. & Gen. Man. George C. Spencer, Sec. W. S. Smith.

DIRECTORS.—T. E. Smith, Lucuis Smith, W. S. Smith, G. C. Spencer, J. B. Austin, I. D. Farrington, M. E. Ingersoll N. A. Calkins, W. S. Vanderbilt.

GENERAL OFFICE, 1512 Broadway, N. Y. City.

Date of information, Aug., 1901. b

CRIPPLE CREEK, COL

Population in 1900, 12,000. Victor, 7,500.

Colorado Springs & Cripple Creek District Railway Co.—Municipal franchises granted in Apr., 1896, for 25 years. Chartered in Apr., 1897, for 50 years. Annual meeting first Tuesday in May. This company has now in operation 11.52 miles of road between Cripple Creek and Victor over two lines. It has under construction 45 additional miles of steam line, which will connect Colorado Springs and Cripple Creek, and will be placed in operation Mar. 1, 1901. This is a freight and passenger railway, promoted by the owners of mines in Cripple Creek District.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,250,000; due 1948; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.52, (steam) 58; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars and 3 trail cars on electric line, 8 locomotives and 12 cars on steam lines; 625 K. W. generator; 380 H. P. steam plant in addition to water power; Gen. Elec. generator and motors; water power.

OFFICERS.—Pres. Irving Howbert, V. Pres. Wm. Lennox, Sec. & Audr. E. F. Draper, Treas. F. M. Woods, Gen. Man. A. C. Ridgway, Engr. T. L. Waggoner, Elecn. L. N. Reed.

GENERAL OFFICE, Colorado Springs, Col.

WATER POWER PLANT.—Lake Moraine, Col.

STEAM POWER PLANT.—Cameron, Col.

REFERENCES.—Description of road, Vol. XIV, Nov., '98, p. 701, (ill.); rate war, Vol. XVII, Jan. 5, '01, p. 66.

Date of information, Feb., 1901. z

CUMBERLAND, MD.

Population in 1880, 10,693, in 1890, 12,729, in 1900, 17,128.

Cumberland Electric Railway Co.—Chartered Sept. 2, 1890, for 40 years. Annual meeting, second Monday in July.

CAPITAL STOCK.—Common stock, authorized and issued, $100,000; $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $30,000; coupon, but may be registered; dated Jan., 1891. due 1911, but payable at option of company in 1901; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and Geo. L. Wellington.

Second mortgage 5 p. c. bonds, authorized and issued, $20,000; coupon, but may be registered; dated, Jan., 1894, due July, 1914. but payable at option of company in 1904; denom. $500; int. payable Jan. and July, at office of Second National Bank, of Cumberland; trustees of mortgage, Lloyd Lowndes and George L. Wellington.

Third mortgage 5 p. c. bonds, authorized and issued, $25,000, coupon, but may be registered; dated, Jan. 1900, due, 1920; denom $500; payable at option of company in 1910; int. payable Jan. and July at office of Second National Bank of Cumberland, trustees of mortgage, Geo, L. Wellington and James A. McHenry.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 54 lb. girder and T rail; 16 cars, of which 11 are motor cars and 5 trail cars; Gen. Elec. and West. motors, Brill and Laclede cars; rent power from Edison Electric Ill. Co.

OFFICERS.—Pres. G. L. Wellington, V. Pres. James A. McHenry, Sec. & Treas. J. H. Holzshu, Supt. W. Milnor Roberts, Jr., Elecn. H. Reinhart.

DIRECTORS.—George L. Wellington, J. W. Humbird, James A. McHenry, J. H. Holzshu, W. M. Roberts, Jr.

GENERAL OFFICE, North Centre St., Cumberland, Md.

Date of information, Jan., 1902. z

DAHLONEGA, GA.

Population in 1900, 1,255.

Gainesville & Dahlonega Electric Railway Co.—Now under construction.

OFFICERS.—Pres. W. W. Murray, V. Pres. W. A. Charters, Sec. & Treas. J. F. Moore.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

DALLAS, TEX.

Population in 1880, 10,358, in 1890, 38,067, in 1900, 42,638.

Dallas Consolidated Electric Street Railway Co.—Chartered Jan. 27, 1898, for 50 years. This is a consolidation of the Dallas City Street Ry. Co. and the Queen City Ry. Co., both of which were sold under foreclosure of mortgage. In Jan., 1901, it was reported that this company was consolidated with the Fort Worth St. Ry. Co., forming the Dallas, Fort Worth & Southern Electric Ry. Co., of Fort Worth.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First trust mortgage bonds, outstanding, $365,000. This mortgage covers the entire property of the company and was made to secure a note for $365,000, due Sept. 15, 1900, int. at 10 per cent per annum.

Second trust mortgage bonds, outstanding, $25,000. This mortgage covers the property formerly owned by the Queen City Ry. Co., and is subject to the first trust mortgage bonds. It was given to secure a note for $25,000, due Sept. 15, 1900, int. at 10 per cent per annum.

OPERATION.—Year ending Feb. 3,	1899.	*1900.
Total receipts	$142,876	$171,780
" expenses	92,744	87,010
Net income	50,132	84,776

*Estimated from Dec. 1, 1899. All net earnings have been expended in improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 35 lb. and 60 lb. T and girder rail; 60 motor cars; Gen. Elec. and West. motors; Laclede, St. Louis, Stephenson and Brownell cars.

OFFICERS.—Pres. Pierre S. du Pont, Lorain, O.; V. Pres. W. J. du Pont, Johnstown, Pa.; Sec., Man. & Pur. Agt. E. T. Moore, Treas. John J. Raskob, Elecn. W. C. Urie, Mast. Mech. William Sutton.

REFERENCES.—Description of Dallas City Street Ry., Vol. X, June, 94, p. 373 (ill.); Vol. X, Souv., '94, p. 48; description of Queen City Ry., Vol. X, June, '94, p. 372 (ill.); Vol. X, Souv., '94, p. 47.

Date of information, Jan., 1902. d

Dallas & Oak Cliff Electric Railway Co.—Chartered May, 1887. This road has been purchased outright by the Northern Texas Traction Co. of Fort Worth, Tex.

REFERENCES.—Description of road (brief), Vol. X, June, '94, p. 375; description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Jan., 1902. z

Rapid Transit Railway Co.—Chartered Jan. 21, 1899, as successor to the Dallas Rapid Transit & Terminal Ry. Co., which succeeded the Dallas Rapid Transit Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 35 lb. and 45 lb. steel T rail; 20 motor cars; Armington & Sims engines, Gen. Elec. and West. dynamos and motors, various cars.

OFFICERS.—Pres. W. F. Thayer, V. Pres. T. T. Holloway, Sec. Treas. & Gen. Man. C. F. Freeman, Supt. Wm. Boyd.

REFERENCES.—Description of road, Vol. X, June, '94, p. 374 (ill.); Vol. X, Souv., 94, p. 48.

GENERAL OFFICE, 296 Main St., Dallas, Tex.

Date of information, Jan., 1902. z

North Dallas Circuit Railway Co.—Chartered Dec. 19, 1888, for 35 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$100,000, in 6 p. c. 30 year bonds; denom. $1,000. Bonds, which have never been offered for sale, and on which no interest has been paid, are held by the owners of the stock.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. ———, V. Pres. J. E. Schneider, Treas. John N. Simpson.

Date of information, Mar., 1901. z

DANBURY, CONN.

Population in 1880, 11,666, in 1890, 16,552, in 1900, 22,094.

Danbury & Bethel Street Railway Co.—Chartered May 7, 1886.

CAPITAL STOCK, authorized, $323,000, issued, $320,000; par value, $25 per share. Dividends payable Jan. and July.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; dated May 1, 1894, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—	12 mos. ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	12 months ending June 30, 1899.	1900.	1901.
Receipts from pass.	$60,949	$42,174	$57,577	$68,549	$73,868
" other sources	1,509	653	1,998	1,406	566
" total	62,458	42,827	58,675	69,955	74,434
Operating exp	35,687	26,033	37,313	47,538	46,897
Earn. from oper	26,771	16,794	21,362	22,420	27,537
Deduct. from earns.					
Interest	10,421	10,526	10,205	10,377	10,146
Taxes	2,763	2,736	1,049	2,181	3,136
Const. account.	908	875			
Net income	12,679	2,657	10,108	9,862	14,256
Dividends paid	12,800	12,800	6,400		4,800
To surplus account.	*121		3,708	9,862	9,456

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$11,846
Transportation expenses	23,793
Maintenance of way and buildings	4,338
Maintenance of equipment	6,919
Total	$46,897

STATISTICS OF TRAFFIC.

	9 mos. ending June 30, 1898.	12 mos. ending June 30, 1899.	1900.	1901.
Passengers carried	823,699	1,132,032	1,199,276	1,820,665
Car miles run	244,533	327,511	356,169	366,261
Total receipts per car mile.	$.175	$.179	$.196	$.203
Op. expenses per car mile..	.106	$.111	.133	.128

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$332,781	$332,781	$332,781	$338,403	$546,201
" equipment	120,524	121,399	121,941	122,743	
Other per. invest					5,246
Real es. inc. pow. plant	84,065	84,065	84,065	88,641	
Cash assets					1,778
Other assets	2,474	3,688	3,746	4,037	4,352
Material and supplies		205	205	205	205
Total	$539,844	$542,148	$542,738	$554,029	$557,782
LIABILITIES.					
Capital stock	$320,000	$320,000	$320,000	$320,000	$320,000
Funded debt	200,000	200,000	200,000	200,000	200,000
Bills payable		8,500	8,527	5,150	
Other liabilities	2,056	4,849	2,215	7,021	6,468
Profit and loss (sur)	17,787	8,798	11,996	21,858	31,314
Total	$539,844	$542,138	$542,738	$554,029	$557,782

PLANT AND EQUIPMENT.—Miles of track (electric), 11.15; gauge, 4 ft. 8½ in.; 48 lb., 60 lb. T and 80 lb. girder rail; 22 motor cars and 12 trail cars, 1 snow plow, 1 sweeper; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. C. Holley, V. Pres. S. H. Wagner, Sec. & Treas. M. H. Griffing, Gen. Supt. G. H. Klinzing.

DIRECTORS.—S. C. Holley, Arthur Tweedy, M. H. Griffing, Geo. R. Tweedy, E. A. Stratton, A. W. Holley, Danbury; S. H. Wagner, New Haven.

GENERAL OFFICE, 23 South St., Danbury, Conn.

Date of information, Mar., 1902. z

Danbury & Harlem R. R.—This road and the Golden Bridge Electric Ry. have been consolidated. In Mar., 1902, the property was purchased by the Westchester Traction Co. of New York, and the road will be completed at once and extended to White Plains, Yonkers and other points on the Hudson River.

Date of information, Mar., 1902. x z

DANVERS, MASS.

Population in 1900, 8,542.

Middletown & Danvers Street Railway Co.—This company is controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $32,000; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$42,067	Capital stock	$32,000
Cost of equipment	1,475	Loans and notes payable.	6,532
Other permanent invest..	4,589	Bills and accts. payable..	10,095
Cash	240	Other liabilities	15
Bills and accts. receivable.	113		
Other assets	26		
Profit and loss (deficit)	132		
Total	$48,642	Total	$48,642

Please note date of information at end of each report

The principal and interest of these bonds are guaranteed by the Dayton, Springfield & Urbana Ry. Co., and $175,000 are reserved for extensions, and 75 p. c. of actual cost may be issued. The mortgage provides for sinking fund of 5 p. c. of gross earnings to commence after June 1, 1906. Bonds may be called at 110 and accrued interest on any interest date after June 1, 1906.

Plant and Equipment.—Miles of track, 4.25, on private right of way.

Officers.—Same as Dayton, Springfield & Urbana Ry. Co.

Date of information, Feb., 1902. x

DECATUR, ILL.

Population in 1880, 9,547, in 1890, 16,841, in 1900, 20,754.

Decatur Traction & Electric Co.—This company was organized Oct. 20, 1899 as a reorganization of the City Electric Co., chartered 1891. It is a consolidation (in 1892) of the Decatur Electric Street Ry. Co. and the Citizens' Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $250,000, issued, $207,000; denom. $500; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at Union Savings Bank & Trust Co., of Cincinnati, O., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 40 lb. to 62 lb. T and girder rail; 15 motor cars and 6 trail cars; 700 H. P. Bates and Corliss engines, Gen. Elec. and West. dynamos and motors, St. Louis and Stephenson cars.

OFFICERS.—Pres. B. W. Campbell, (Cincinnati); V. Pres. D. S. Shellabarger, Sec. Treas. & Pur. Agt. W. L. Shellabarger, Supt. A. Ambule, Ch. Engr. & Ch. Engr. of Power Station Wm. Moore, Elecn. M. Bosenbury.

DIRECTORS.—B. W. Campbell, W. L. Shellabarger, D. S. Shellabarger, B. O. McReynolds, Jno. P. Ernest.

GENERAL OFFICE, Decatur, Ill.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Jan., 1902. z

DEDHAM, MASS.

Population in 1880, 6,233, in 1890, 7,123, in 1900, 7,451.

Norfolk Central Street Railway Co.—This company commenced operating on Sept. 16, 1896. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co. which on Nov. 18, 1900, was itself consolidated with the Brockton St. Ry. (now the Old Colony Street Ry. Co.), the capital stock of these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Nov. 24, 1899.
Total receipts	$16,876	$38,263	$46,689	$5,415
Operating expenses	16,535	25,640	31,120	5,804
Earnings from operation	341	12,623	15,569	*389
Deductions from earnings.				
Interest	2,339	5,821	7,430	1,098
Taxes	134	1,179	2,069	241
Other deductions		4,895	7,368	322
Net income	*2,132	728	*1,299	*2,050
Total surplus	*1,882	*1,897	*5,414	*7,465

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$ 83,333	$ 78,659	$108,940	$149,846	$149,849
" - equipment	19,523	21,132	22,394	32,310	32,420
Other perm'nt invest	22,066	22,125	44,099	41,195	41,876
Cash and current assets	4,149	708	16,146	29,791	12,478
Materials and supplies	345			1,582	1,657
Other assets		11,863	20,745		
Profit and loss (deficit)		1,882	1,897	5,414	7.465
Total	$129,416	$136,370	$214,221	$260,139	$245,745
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 99,500	$100,000
Funded debt			60,000	60,000	60,000
Current liabilities	54.167	61,223	78,274	99,826	85,024
Accrued liabilities		146	947	813	721
Profit and loss (surplus)	249				
Total	$129,416	$136,370	$214,221	$260,139	$245,745

PLANT AND EQUIPMENT.—Miles of track (electric), 6.97; 15 motor cars, 2 snow plows; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. Geo. W. Rounds.

DIRECTORS.—John R. Graham, F. H. Smith, P. F. Sullivan, E. Rollins Morse, P. H. Saltonstall, J. H. Goodspeed, Gordon Abbott.

GENERAL OFFICE, Quincy, Mass.

Date of information, Jan., 1902. z

Norfolk Western Street Railway Co.—This company commenced operation of its road in Dedham, Westwood, Walpole, Dover and Medford, on May 9, 1899.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 1, 1899, due 1919; denom. $1,000, int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30,	1900.	1901.
Total receipts	$23,802	$25,421
Operating expenses	18,213	21,977
Earnings from operation	5,689	3,444
Interest	7,484	8,553
Taxes	797	841
Net income	*2,692	*5,949
Total surplus account	*2,586	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 2,513
Transportation expenses	15,752
Maintenance of way and buildings	1,649
Maintenance of equipment	2,062
Total	$21,977

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	515,289
Car miles run	178,361
Total receipts per car mile	$.143
Operating expenses per car mile	.123

BALANCE SHEET.—Dated Sept. 30,	1899.	1900.	1901.
ASSETS.			
Cost of road	$170,285	$175,472	$175,982
" " equipment	26,146	27,834	28,826
Other permanent investments	48,646	49,746	49,262
Cash and current assets	52,861	4,475	2,931
Miscellaneous assets	488	915	1,641
Profit and loss (deficit)		2,586	8,536
Total	$298,426	$261,028	$267,177
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000
Current liabilities	97,487	60,195	66,344
Accrued "	833	833	833
Profit and loss (surplus)	106		
Total	$298,426	$261,028	$267,177

PLANT AND EQUIPMENT.—Miles of track (electric), 9.45; gauge, 4 ft. 8½ in.; 13 motor cars.

OFFICERS.—Pres. John F. Merrill, Sec. James A. Fitton, Treas. Frederick S. Gore, Supt. Ezra E. Savage.

DIRECTORS.—J. F. Merrill, Frederick S. Gore, J. A. Fitton, W. H. Grosse, J. E. Smith, G. W. W. Whitney.

GENERAL OFFICE, Westwood, Mass.

Date of information, Dec., 1901. b

DEERFIELD, N. Y.

Population in 1880, 716, in 1890, 691, in 1900, 1,012.

Deerfield & Utica Railroad Co.—Chartered May 8, 1888. Annual meeting first Monday in Oct. This company was purchased in the latter part of 1901 by the Utica & Mohawk Valley Ry. Co., and is operated as a part of that system.

CAPITAL STOCK, authorized and issued, $12,000; par value $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $12,000, issued, $11,000; dated June 1, 1893, due 1993.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$3,097	$2,926	$3,121	$3,107	$3,133
Operating expenses	2,881	2,850	3,134	3,104	3,136
Earnings from operation	216	76	*13	3	*3

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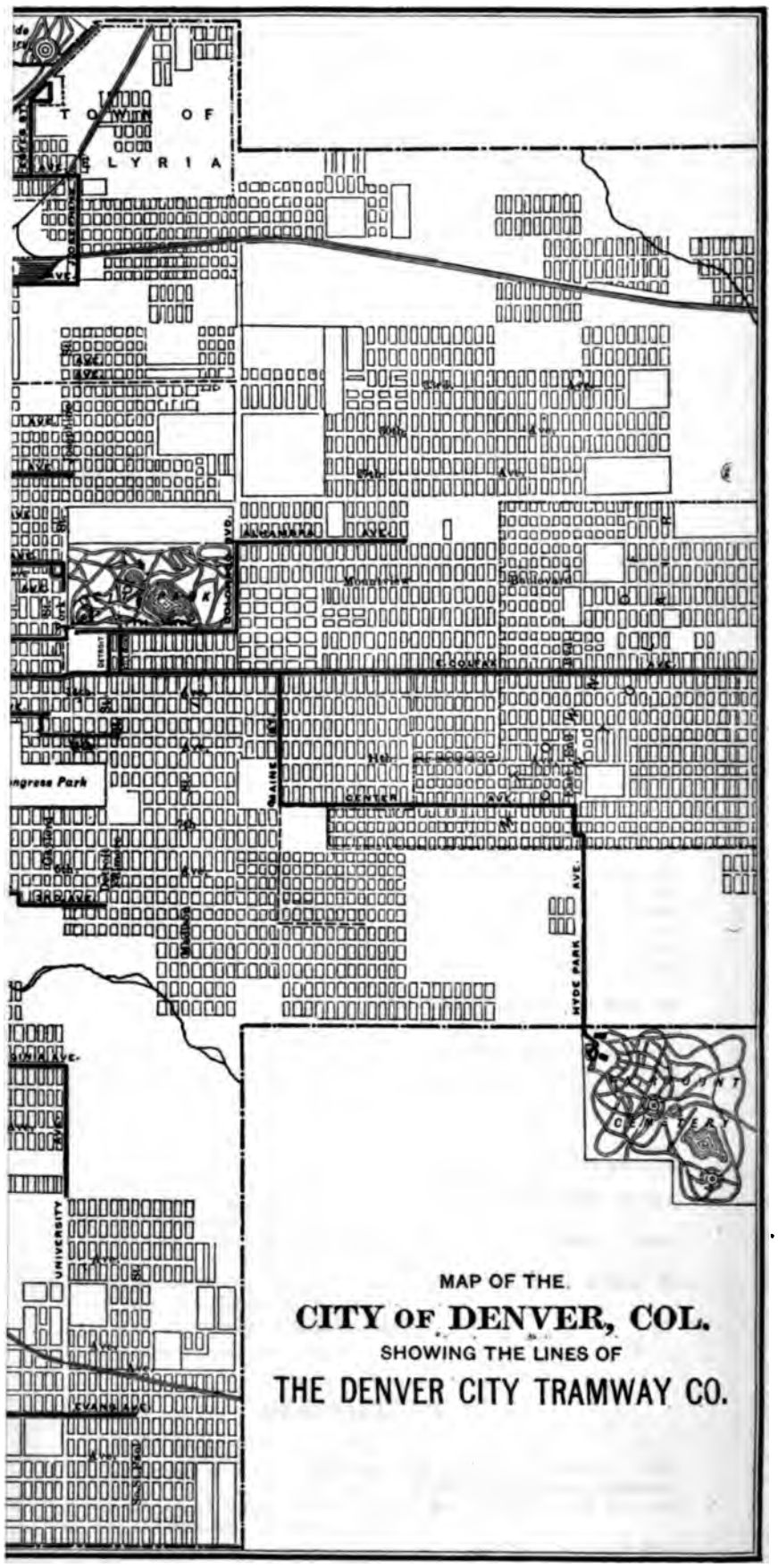


Deductions from earnings.	1897.	1898.	1899.	1900.	1901.
Interest on funded debt due and accrued	660	660	660	660	660
Other interest	52	52	27		205
Taxes	102	213	143		130
Net income	*597	*849	*843		*999
Total surplus account	*2,515	*3,364	*4,155	*5,014	*6,012

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$20,072	$20,072	$20,170	$20,207	$23,493
" equipment	3,358	3,286	3,286	3,287	
Cash assets	320	86	37		261
Profit and loss (deficit)	2,515	3,364	4,155	5,013	6,012
Total	$26,264	$26,808	$27,648	$28,507	$29,766
LIABILITIES.					
Capital stock	$12,000	$12,000	$12,000	$12,000	$12,000
Funded debt	11,000	11,000	11,000	11,000	11,000
Bills payable	838	838	1,018	838	1,438
Int. on funded debt due and accrued	2,310	2,970	3,630	4,290	4,950
Sundries	116			378	378
Total	$26,264	$26,808	$27,648	$28,507	$29,766

PLANT AND EQUIPMENT.—Miles of track (horse), 1.8; gauge, 4 ft. 8½ in.; 42 lb. flat and T rail; 10 horses, 3 cars; Stephenson cars.

OFFICERS.—See Utica & Mohawk Valley Ry. Co., Utica, N. Y.

GENERAL OFFICE, Utica, N. Y.

Date of information, Jan., 1902. b z

DEFIANCE, O.

Population in 1880, 5,907, in 1890, 7,694, in 1900, 7,579.

Peoples Gas & Electric Co.—Successor to the Defiance Light & R. R. Co., which was chartered July, 1894, as a successor to the Defiance Light & Power Co.

CAPITAL STOCK, $150,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; 60 lb. T rail, 4 motor cars and 2 trail cars; Russell engines; West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Audr. & Gen. Man. W. P. Engel, V. Pres. E. A. Graham, Sec. & Treas. Z. G. Engel, Supt. & Ch. Engr. I. R. Miller, Elecn. O. John.

Date of information, Feb., 1901. d

DELAWARE, O.

Population in 1880, 6,894, in 1890, 8,224, in 1900, 9,822.

Delaware Street Railway Co.—This company is a reorganization of the Delaware Electric Street Ry. Co., which was chartered June, 1892, for 25 years. Annual meeting first Monday in June.

CAPITAL STOCK, authorized and issued, $65,000.

FUNDED DEBT.—Unknown.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 7 motor cars; West. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. B. W. Brown, Treas. F. P. Hills, Supt. G. Brown Allen.

REFERENCE.—Receivership, Vol. XIV, Feb., '98, p. 81.

Date of information, Feb., 1901. z

DENISON, TEX.

Population in 1880, 3,975, in 1890, 10,959, in 1900, 17,000.

Denison Street & Electric Railway Co.—This company having purchased the property of the Denison Rapid Transit Ry. Co. and the Denison Street & Belt Line Ry. Co., was merged in the spring of 1900 with Sherman, Texas, St. Rys., forming with interurban extensions, the Denison & Sherman Ry. Co. of Sherman.

Date of information, Feb., 1901. z

DENNISON, O.

Population in 1880, 1,518, in 1890, 2,925, in 1900, 3,763.

The United Electric Co.—This company operates a lighting plant in Dennison and Ohrichsville.

CAPITAL STOCK, authorized, $100,000, issued, $28,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 55 lb. girder rail; 4 motor cars; Russell and West. engines, Gen. Elec. dynamos and motors, Lamokin and Wells & French cars, Chicago and Robinson trucks.

OFFICERS.—Pres. E. R. Van Ostran, V. Pres. Thomas Wright, Sec. E. E. Elvin, Treas. W. H. Smith, Gen. Man. & Pur. Agt. Oliver Welsh, Elecn. Geo. King, Ch. Engr. & Mast. Mech. Thos. Walters.

DIRECTORS.—E. R. Van Ostran, R. F. Gardner, W. H. Smith, E. E. Elvin, C. V. McClusky, Thomas Wright, W. K. Echfeld.

GENERAL OFFICE, Grant St.

Date of information, Mar., 1902. z

DENVER, COL.

Population in 1880, 35,629, in 1890, 106,713, in 1900, 133,859.

Denver City Tramway Co.—Chartered in Jan., 1899, for the purpose of effecting a consolidation of the Colfax Electric Ry. Co., the Denver City R. R. Co., the Denver Consolidated Tramway Co., and the West End Street Ry. Co.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—Purchase money mortgage 5 p.c. bonds, authorized and issued, $2,000,000; dated Apr. 1, 1899, due 1919; denom. $500 and $1,000; int. payable Apr. and Oct., at offices of the company, and the Central Trust Co., of New York, trustee of mortgage.

Denver Tramway Co.'s first mortgage 6 p. c. gold bonds, outstanding $498,000, dated July 24, 1888, due July 1, 1908; int. payable Jan. and July, at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Denver Tramway Co.'s consolidated mortgage 6 p. c. gold bonds, authorized, $2,000,000, issued, $1,219,000, in escrow, to retire first mortgage bonds, $498,000; coupon, but may be registered; dated Jan. 1, 1890; due 1910; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Metropolitan Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $953,000; coupon, but may be registered; dated July 30, 1891, due Jan. 1, 1911; denom. $1,000; int. payable Jan. and July at offices of the company and of the Mercantile Trust Co., of New York, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,167,000 (see Note), in escrow to retire all prior liens, $2,670,000, coupon, but may be registered; dated Oct. 11, 1893, due 1933; denom. $1,000; int. payable Apr. and Oct. at offices of the company and the Mercantile Trust Co., of New York, trustee of mortgage.

Note.—$2,670,000 of the first consolidated mortgage 5 p. c. bonds are held in escrow to retire an equal amount of the bonds of the Denver Tramway Co. and the Metropolitan Ry. Co., described above. Of $1,167,000 issued and $163,000 of the bonds cannot be issued under this mortgage.

Franchises.—Blanket franchises for main system were granted Feb. 5, 1885, without time limit.

Note.—$1,486,000 of the first mortgage bonds have been issued to retire the securities of the underlying companies and $514,000 were expended in equipping the present cable lines with electricity and for other improvements.

Operation.—Year ending Dec. 31,

	1899.	1900.	1901.
Receipts from passengers	$1,038,279	$1,287,335	$1,487,909
" " other sources	11,854	14,955	19,384
" total	1,050,133	1,302,290	1,507,293
Operating expenses	677,049	722,451	818,328
Earnings from operation	373,084	579,839	688,965
Deductions from earnings.			
Interest on funded debt	217,755	287,169	320,292
" " floating debt	22,349	34,933	1,123
Taxes (apportioned)	34,633	52,189	61,765
Net income	98,347	205,548	305,785
Dividends			150,000
Miscellaneous deductions		274,839	5,073
By profit and loss, balance	1,967		
Surplus		def. 69,291	150,712
Total surplus account	100,314	31,023	181,735

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1901.
Revenue passengers carried	30,910,310
Transfer passengers "	9,621,859
Car miles run	6,393,755
Total receipts per car mile	$.235
Operating expenses per car mile	.128

Balance Sheet.—Dated Dec. 31,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment	$10,694,362	$10,837,000	$11,032,432
Stock and bonds of other companies	1,028,756	82,150	82,785
Cash	119,907	93,976	100,420
Material and supplies	88,751	88,034	76,976
Bills and accounts receivable	17,336	11,942	18,460
Hospital fund	205		
Apportioned accts. (paid in adv.)	5,218	3,978	
Other assets			3,182
Total	$11,954,535	$11,117,080	$11,314,255

Please note date of information at end of each report.

LIABILITIES.	1899.	1900.	1901.
Capital stock	$5,000,000	$5,000,000	$5,000,000
Funded debt	5,837,000	5,837,000	5,837,000
Paving bonds (in 4 annual paym'ts)	49,840	37,380	26,805
Trust notes (Den. Con. Tram'y Co.)	278,000		
Bills payable	455,500		39,000
Accounts payable	176,696	82,293	
Accrued interest	34,007	121,698	121,203
Miscellaneous accts	11,187	7,686	7,699
Apportioned accounts (cable fund).	11,991		100,813
Profit and loss (surplus)	100,314	31,023	181,735
Total	$11,954,535	$11,117,080	$11,314,255

Plant and Equipment.—Miles of track (electric), 144.02; gauge, 3 ft. 6 in. and 4 ft. 8½ in.; 30 to 72 lb. T rail; 267 cars, of which 192 are motor cars, 45 trail cars and 30 miscellaneous cars; 4,445 H. P. station plant; 19 engines as follows: 2 Hamilton-Corliss, 3 Corliss, 8 Armington & Sims, 2 Rice Automatic and 1 Ball Automatic, 1 Hendey, 1 Allis, 1 Myers; Thomson-Houston, Gen. Elec. and West. generators and motors, Brill, Weeber, St. Louis and Laclede cars, Brill and McGuire trucks.

Officers.—Pres. Rodney Curtis, V. Pres. Wm. N. Byers, Sec. Wm. G. Evans, Treas. Geo. E. Ross-Lewin, Audr. J. B. Hogarth, Supt. S. W. Cantril, Pur. Agt. C. F. Musgrove, Ch. Engr. J. A. Beeler, Elecn. A. M, Ballou.

Directors.—Rodney Curtis, Wm. G. Evans, Wm. N. Byers, Geo. E. Ross-Lewin, B. A. Jackson, James H. Blood, Thomas Keely. S. M. Perry.

General Office, 15th and Arapahoe Sts., Denver, Col.

References.—DENVER CONSOLIDATED TRAMWAY CO.—Description of road, Vol. VI, May, '90, p. 259; Vol. IX, Mar. '93, p. 133 (ill.); description of switch, Vol. IX, Mar., '93, p. 183 (ill.); operating detail, bookkeeping, Vol. IX, Apr., '93, p. 215 (ill.); operating detail, Vol. IX, Apr., '93, p. 220; operating detail, bookkeeping, Vol. IX, May, '93, p. 287 (ill.); operating detail, use of telephone, Vol. IX, Sept., '93, p. 577; description of track crossing, Vol. IX, Mar., '93, p. 156 (ill.); description of T rail const., Vol. IX, Sept., '93, p. 598 (ill.); description of new car, Vol. IX, Sept., '93, p. 599 (ill.); increase of bonds, Vol. IX, Nov., '93, p. 777; operating details, Vol. XI, Jan., '95, p. 26 (ill.); operating detail, Vol XII, Dec., '96, p. 775; description of cars, Vol. XIII, Apr., '97, p. 223 (ill.); description of track, Vol. XIII, June '97, p. 361 (ill.); improvements of system, Vol. XV, Feb., '99, p. 101 (ill.); Vol. XVII, Feb., '01, p. 153 (ill.), improvements of system; cables abandoned, Vol. XVI, Apr. 7, '00, p. 384; notes on system, Vol. XVII, Feb. 2, '01, p. 153 (ill.)

Date of information, Mar., 1902. z

For map of road, see inset between pages 82 and 83.

Denver, Lakewood & Golden Railroad Co.—Chartered 1890 for 99 years. Road opened Jan. 1, 1893. This company operates a steam railroad from Denver to Ralston, Col. (19 miles), and an electric line from Denver to Barnum (5 miles). The company is in the hands of a receiver.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $627,000; dated May, 1890, due 1910; denom. $1,000; int. payable May and Nov., at Denver; trustee of mortgage, Farmers' Loan & Trust Co, of New York.

Plant and Equipment.—Miles of track, 24; operated by steam, 19, by electricity, 5; gauge, 4 ft. 8½ in.; 48 lb. and 75 lb. T rail; 37 cars, of which 34 steam cars and 3 electric motor cars, 3 locomotives.

Officers.—Receiver, Gen. Man. & Pur. Agt. W. W. Borst, Audr. B. M. Smith, Pres. Sam'l Newhouse, V. Pres. C. C. Welch, Sec. Jas. B. Miller, Treas. Frank W. Loveland.

Directors.—Sam'l Newhouse, C. C. Welsh, Frank W. Loveland, W. F. R. Mills, Caldwell Yeaman, G. W. Middleton, W. P. Rouse, Geo. E. Moore, John Z. Adams.

General Office, 1450 Arapahoe St. Office of Receiver, 1448 Mining Exchange Bldg., Denver.

Reference.—Description of road. Vol. IX, Mar., '93, p. 149 (ill)

Date of information, Jan., 1902. z

Denver & Northwestern Railway Co.—This road is now in course of construction.

Officers.—Pres. S. M. Perry, V. Pres. W. G. Smith, Sec. & Treas. F. A. Perry, Ch. Engr. T. J. Milner.

General Office, Evans Block, Denver, Colo.

Date of information, Mar., 1902. z

DERBY, CONN.

Population in 1890, 5,969, in 1900, 7,930.

Derby Street Railway Co.—Chartered May 29, 1887. The capital stock of this company is controlled by the Connecticut Railway & Lighting Co.

CAPITAL STOCK, authorized, $250,000, issued, $150,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, outstanding, $150,000; dated 1894, due Apr. 2, 1914; int. payable Apr. and Oct.

OPERATION.—	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	6 mos. ending Dec. 31, 1900.
Receipts from passengers	$45,602	$34,403	$55,676	$63,598	$36,484
" other sources	1,943	1,084	2,948	5,929	3,370
" total	47,545	35,487	58,624	69,527	39,854
Operating expenses	30,471	20,087	33,228	45,820	25,972
Earnings from operation	17,075	15,400	25,396	23,707	13,882
Deductions from earnings.					
Interest	11,654	8,141	8,733	12,432	6,988
Taxes	2,375	2,265	2,282	2,460	1,340
Net income	3,046	4,994	14,381	8,815	5,554
Dividends paid			2,000	4,000	
To surplus account				4,815	5,625

* Deficit.

STATISTICS OF TRAFFIC.

	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending 1900.	6 mos. ending Dec. 31, 1900.
Passengers carried	712,344	1,240,705	1,423,749	870,176
Car miles run	154,275	231,709	249,137	165,429
Total receipts per car mile.	$.230	$.253	$.279	$.240
Op. expenses per car mile..	.130	.143	.184	.157

BALANCE SHEET.—Dated ASSETS.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	Dec. 31, 1900.
Cost of road	$261,014	$261,512	$262,684	$280,091	$362,649
" equipment	65,451	65,475	65,596	72,649	
Real estate	1,644	1,816	1,816	1,816	1,816
Cash assets		2,601	3,237	2,074	
Materials on hand	4,570	4,147	3,646	2,538	1,942
Other assets	1,534				1,540
Cash on hand	114	1,720	3,712	3,974	5,247
Profit & loss (deficit)	38,073	37,207	34,538	33,621	27,997
Total	$372,401	$374,478	$375,229	$396,763	$401,191
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Bills payable	63,300	68,138	66,292	78,000	78,000
Accounts payable	3,134	3,203	5,604	13,340	17,463
Accrued interest	5,967	3,137	3,333	5,423	5,728
Total	$372,401	$374,478	$375,229	$396,763	$401,191

PLANT AND EQUIPMENT.—Miles of track (electric), 7.67; gauge, 4 ft. 8½ in.; 60 and 90 lb. girder and T rail; 25 cars, of which 17 are motor cars and 8 trail cars; 650 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. A. M. Young, V. Pres. Randal Morgan, Sec. H. G. Runkle, Treas. Lewis Lillie, Gen. Man. Walton Clark, Supt. J. C. Sewell, Waterbury.

DIRECTORS.—A. M. Young, M. J. Warner, Branford; Randal Morgan, Walton Clark, Philadelphia; D. S. Plume, George S. Terry. Waterbury, H. G. Runkle, Plainfield, N. J.

GENERAL OFFICE, 90 Main St., Derby, Conn.

Date of information, Nov., 1901. b

DES MOINES, IA.

Population in 1880, 22,408, in 1890, 50,093, in 1900, 62,139.

Des Moines City Railway Co.—Chartered 1866, in perpetuity. Annual meeting third Tuesday in Jan. This is a consolidation (1893) of the Des Moines Street R. R. Co. and the Des Moines Suburban Ry. Co., and the company now controls all lines in the city.

Capital Stock.—Common stock, authorized, $2,750,000, issued, $1,055,000.

6 p. c. non-cumulative preferred stock, issued, $250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $939,000; dated Apr. 1, 1901, due 1921; denom. $1,000; int. payable Apr. and Oct. at office of N. W. Harris & Co., of New York, and of Illinois Trust & Savings Bank of Chicago, trustee of mortgage.

Des Moines Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000, outstanding, Oct., 1901, $503,000; dated Oct. 1, 1889, due 1919, but payable after Oct. 1, 1899, at the rate of $25,000 per annum; denom. $1,000; int. payable Apr. and Oct., at Chicago and New York; trustee of mortgage, American Trust & Savings Bank, of Chicago.

Des Moines Suburban Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000, outstanding, $273,000; dated Nov. 1,

1890, due Jan. 1, 1921, but payable after Jan. 1, 1906, at the rate of $20,000 per annum; denom. $1,000; int. 6 p. c., payable Jan. and July, at Chemical National Bank, of New York, or at office of the Iowa Loan & Trust Co., of Des Moines, trustee of mortgage.

Operation.—Year ending Dec. 31.

	1896.	1897.	1898.	1899.	1901.
Gross receipts.....	$239,511	$233,080	$254,820	$299,190	$397,840
Operating expenses...	146,692	154,783	176,210	203,296	250,485
Earnings from opert'n.	92,819	78,297	78,610	95,894	147,355

Plant and Equipment.—Miles of track, 59; gauge, 4 ft. 8½ in.; 45 lb. to 62 lb. T and girder rail; 54 motor cars; Allis, Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

Officers.—Pres. J. S. Polk, Sec. A. G. Maish, Treas. & Gen. Man. Geo. B. Hippee, Ch. Engr. of Power Station J. E. Welch, Supt. A. G. Marsh.

General Office, 607 Mulberry St., Des Moines, Ia.

Reference.—Power plant improvements, Vol. XVII, Nov. 30, '01 p. 773.

Date of information, Feb., 1902. z

Interurban Railway Co.—This company has 30 miles of track under construction.

Plant and Equipment.—Miles of track (electric), 25.

Officers.—Pres. H. H. Polk, V. Pres. A. W. Harris, (Chicago), Sec. W. J. Haskit, Treas. G. B. Hippee, Ch. Engr. Jas. Carss.

General Office, 607 Mulberry St., Des Moines, Ia.

Date of information, Mar., 1902. z

DETROIT, MICH.

Population in 1880, 116,340, in 1890, 205,876, in 1900, 285,704, in 1901 (local estimates), 303,120.

Detroit United Railway.—This company was organized in 1900 to effect consolidations of electric street railways, and to own and construct new lines in the city of Detroit, and has obtained ownership (through the Citizens' Traction Co.) of the Detroit Citizens' Street Ry. Co., the Detroit Electric Ry. and the Detroit, Fort Wayne & Belle Isle Ry. Co. In 1901, the company absorbed by purchase the Wyandotte & Detroit River Ry., the Detroit & Northwestern Ry., the Detroit & Pontiac Ry., the Detroit, Rochester, Romeo & Lake Orion Ry., the North Detroit Electric Ry., the Detroit & Utica Ry., the Sandwich, Windsor & Amhurstburg Ry., the City Electric Ry. and the electric light plant of Windsor, Ont.

Capital Stock, authorized and issued, $12,500,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $25,000,000; dated Jan. 1, 1902, due 1932; denom. $1,000, subject to call in whole or in part at 105 and accrued interest on 60 days' notice; int. payable Jan. and July; Guaranty Trust Co., of New York, trustee of mortgage. These bonds are to be secured, principal and interest, by a first consolidated mortgage with the Guaranty Trust Co., and may be issued as follows: $6,120,000 for acquiring additional street railway properties, and for improvements and extensions; $3,000,000 to be used as directors may decide, and $15,880,000 are to be reserved to retire the outstanding underlying bonds, including $85,000 treasury bonds of the company.

UNDERLYING BONDS.

Detroit Citizens' Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $7,000,000, issued, $6,585,000; dated July 1, 1895, due 1905; int. payable Jan. and July at office of Kean Van Cortlandt & Co., New York; trustee of mortgage, New York Security & Trust Co., of New York.

Detroit Suburban Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $275,000; dated Nov. 1, 1892, due 1902; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Detroit.

Highland Park Ry. Co.'s first mortgage 5 p. c. bonds, authorized, $250,000, issued, $140,000; dated Jan. 1, 1893, due 1908; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Detroit.

Detroit Ry. Co.'s first mortgage 5 p. c. gold bonds, $1,800,000; coupon, but may be registered; dated 1895, due 1912-1924; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Cleveland Trust Co. These bonds numbers 1 to 600 mature in order of numbers, at $50,000 per annum, commencing Dec. 12, 1912; numbers 601 and above mature Dec. 1, 1924. Bonds numbered 1801 and above will be passed to sinking fund.

Detroit Electric Ry. Co.'s consolidated mortgage 5 p. c. gold bonds, authorized, $2,800,000, issued, $1,000,000; $1,800,000 are held in escrow to retire first mortgage bonds of that amount; coupon, but may be registered; dated June, 1896, due 1916; denom. $1,000; int. payable June and Dec., at office of Cleveland Trust Co., trustee of mortgage.

Detroit, Ft. Wayne & Belle Isle Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,200,000; dated Apr. 1, 1898, due 1927; int. payable Apr. and Oct.; trustee of mortgage, New York Security & Trust Co.

Detroit & Pontiac Ry. Co.'s first mortgage 5 p. c. gold bonds, $500,000; dated Feb. 1, 1897, due, 1922; trustee of mortgage, Washington Trust Co., of New York.

Detroit & Pontiac Ry. Co.'s first consolidated mortgage 4½ p. c. gold bonds, authorized, $1,100,000, issued, $515,000; dated June 1, 1901, due 1926; denom. $1,000; int. payable June and Dec., at office of Union Trust Co., of Detroit, trustee of mortgage. $500,000 of these bonds are reserved to retire the first mortgage bonds and $85,000 are held in the treasury. These bonds are subject to call at 105 and interest on 60 days' notice after June 1, 1911.

Wyandotte & Detroit River Ry. Co.'s first mortgage 5 p. c. gold bonds authorized, $425,000; in escrow (to retire $200,000 now outstanding of a prior mortgage), $200,000; in treasury for improvements, $225,000; dated Dec. 1, 1898, due 1918; int. payable June and Dec. at office of Union Trust Co., of Detroit, trustee of mortgage.

Detroit & Northwestern Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $900,000; dated May 1, 1899, due 1919; denom, $100 and $1,000; int. payable May and Nov., at the office of the Union Trust Co., of Detroit, trustee of mortgage. Subject to call at 105 and accrued interest on 60 days' notice after May 11, 1911.

Detroit, Rochester, Romeo & Lake Orion R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, $1,100,000; dated July 1, 1899, due 1919; denom. $500 and $1,000; int. payable Jan. and July, at office of the American Trust & Savings Bank, Chicago, trustee of mortgage, and the Guaranty Trust Co., New York.

Detroit & Flint Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized $3,000,000, issued, $1,400,000; coupon, but may be registered; dated Aug. 1, 1901, due 1921; int. payable Feb. and Aug.; City Trust Co., New York, trustee of mortgage. $1,100,000 of these bonds are reserved to retire a like amount of the first mortgage bonds of the Detroit, Rochester, Romeo & Lake Orion R. R. Co. These bonds are subject to call at 100 and accrued interest on 60 days' notice after Aug. 1, 1911.

Operation.—Year ending Dec. 31,

	1900.	1901.
Total receipts.....	$2,589,836	$2,942,238
Operating expenses (including taxes).....	1,439,058	1,596,766
Earnings from operation.....	1,150,778	1,345,473
Interest on funded debt.....	638,317	675,344
Net income.....	512,461	670,129
Dividends.....		500,000
Surplus.....		170,129

Plant and Equipment.—Miles of track (electric), 379.5; gauge, 4 ft. 8½ in.; 70 lb., 95 lb. and 98 lb. T and girder rail; 944 motor cars, of which 616 are closed cars and 328 are open cars; Allis engines, Siemens & Halske, Walker and West. dynamos, Steel, West and Gen. Elec. motors, Brill, Jones, Stephenson, Niles and Detroit United cars.

Officers.—Pres. J. C. Hutchins, V. Pres. Arthur Pack, Sec. Edwin Henderson, Asst. Sec. & Pur. Agt. A. E. Peters, Treas. George H. Russell, Cons. Engr. A. B. Du Pont, Audr. Irwin Fullerton, Gen. Supt. Albert H. Stanley, Supt. Motive Power Thomas Farmer, Asst. Supt. Motive Power E. J. Burdick, Supt. Roadway John Kerwin.

Directors.—H. A. Everett, J. C. Hutchins, E. W. Moore, R. A. Harman, R. B. Van Cortlandt, Arthur Pack, George H. Russell, J.G. Schmidlaph, H. R. Newcomb.

General Office, 12 Woodward Ave., Detroit, Mich.

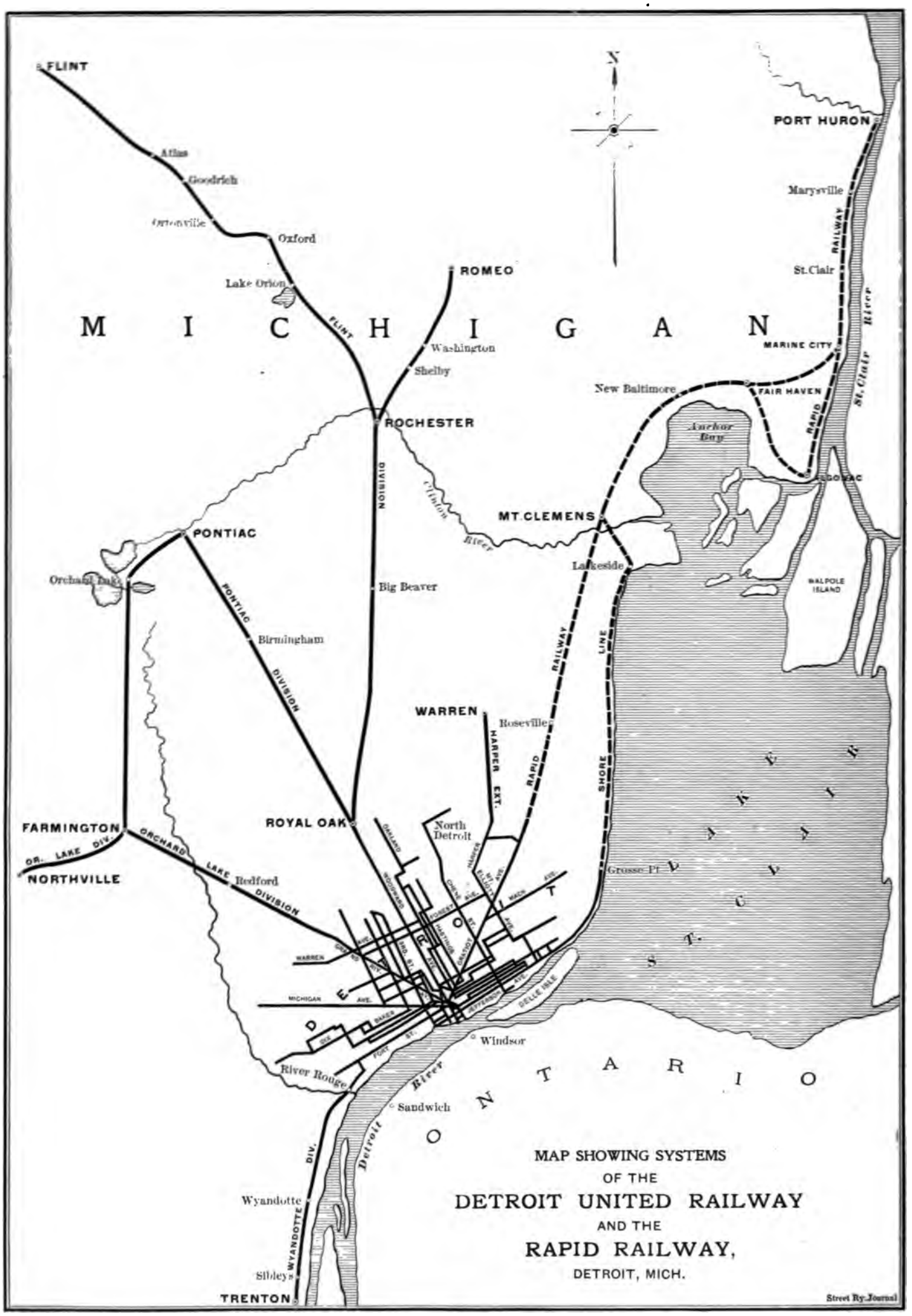
References.—DETROIT UNITED RY.—Employees' interest in stock, Vol. XVII, Mar. 16, '01, p. 348. DETROIT CITIZENS' STREET RY. CO.—Annual tax report, Vol. IX, Mar., '93, p. 197; franchise, Vol. IX. July, '93, p. 450; franchise decision, Vol. X, Dec., '94, p. 795; description of road, Vol. XI, Sept., '95, p. 559 (ill.); description of illuminated signs (brief), Vol. XII, May, '96, p. 287 (ill.); tally-ho cars, Vol. XVI, June 30, '00, p. 598; assessors valuations, Vol. XVI, July 14, '00, p. 666. DETROIT ELECTRIC RY. CO.—Description of road, Vol. XII, Jan. '96, p. 1 (ill.); description of track construction, Vol. XIII. Apr., '97, p. 224; description of track, Vol. XV, Feb., '99, p. 88 (ill.). DETROIT, FT. WAYNE & BELLE ISLE RY. CO.—Description of road, Vol. IX, Oct., '93, p. 668 (ill.). DETROIT & PONTIAC RY. CO.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.). WYANDOTTE & DETROIT RIVER RY.—Description of road, Vol. XV, Jan. '99, p. 1 (ill.).

Date of information, Mar., 1902. z

For map of road see page 86.

Detroit & Toledo Shore Line.—Chartered in 1899 to build a steam road from Toledo, O., to Trenton, Mich., a distance of 38 miles, but it is now being operated as an electric railway. The cars of this company connect at Trenton with the Wyandotte Division of the Detroit United Ry., and through cars will be operated between Toledo and Detroit. In Jan. 1902, a receiver was appointed to take charge of the road and an issue of $214,900 receiver's certificates has been authorized.

Funded Debt.—New first mortgage 4½ p. c. gold bonds, authorized, $3,000,000, none yet issued; coupon, but may be registered;


FLINT
Atlas
Goodrich
Ortonville
Oxford
Lake Orion
ROMEO
FLINT
Washington
Shelby
ROCHESTER
DIVISION
Clinton River
MT. CLEMENS
PONTIAC
Orchard Lake
Big Beaver
PONTIAC
DIVISION
Birmingham
WARREN
Roseville
HARPER EXT.
RAPID
FARMINGTON
OR. LAKE DIV.
NORTHVILLE
ORCHARD LAKE
Redford
DIVISION
ROYAL OAK
North Detroit
GRAND RIVER
WOODWARD
HARPER
MT. ELLIOTT AVE.
CHENE AVE.
FOREST
HASTINGS
ORATORY
ST. AUBIN AVE.
WARREN
MICHIGAN AVE.
BELLE ISLE
JEFFERSON AVE.
BAKER
FORT ST.
River Rouge
Windsor
Detroit River
Sandwich
WYANDOTTE DIV.
Wyandotte
Sibley's
TRENTON
PORT HURON
Marysville
RAILWAY
St. Clair
RAILWAY
MARINE CITY
St. Clair River
New Baltimore
FAIR HAVEN
RAPID
Anchor Bay
ST. CLAIR FLATS CANAL
Lakeside
WALPOLE ISLAND
LINE
SHORE
Grosse Pt.
LAKE ST. CLAIR
ONTARIO
MAP SHOWING SYSTEMS
OF THE
DETROIT UNITED RAILWAY
AND THE
RAPID RAILWAY,
DETROIT, MICH.
Street Ry. Journal

dated Jan. 1902, due 1932; denom. $1,000; int. payable Jan. and July, at office of Kean, Van Cortlandt & Co., New York; Manhattan Trust Co., New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Detroit United Ry.

Officer.—Gen. Man. & Recr. A. F. Edwards.

Date of information, Mar., 1902. z

The Detroit, Ypsilanti, Ann Arbor & Jackson Railway.—Organized in 1901, as the successor to the Detroit, Ypsilanti & Ann Arbor Ry. This company owns an electric railway from Detroit to Jackson, and from Ypsilanti to Saline, and a city system in Ann Arbor, and has made an agreement whereby it uses the tracks of the Detroit United Ry. in Detroit.

Capital Stock, authorized and issued, $2,600,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,600,000, issued, $1,610,000; in escrow, $990,000, to retire Detroit, Ypsilanti & Ann Arbor Ry.'s first mortgage and consolidated mortgage bonds; dated Feb, 1, 1901, due 1926; denom. $1,000 and $500; Detroit Trust Co., Detroit, trustee of mortgage.

The Detroit, Ypsilanti & Ann Arbor Ry.'s first mortgage 6 p. c. bonds, authorized and issued, $600,000; dated Nov. 1, 1897, due 1917; denom. $500 and $1,000; trustee of mortgage Union Trust Co., of Detroit, Mich.

The Detroit, Ypsilanti & Ann Arbor Ry.'s consolidated first mortgage 6 p. c. gold bonds authorized, $1,000,000, issued, $330,000; in escrow to retire the outstanding first mortgage bonds, $600,000; in reasury, $70,000; dated Feb. 1, 1899, due 1924; denom. $500 and $1,000; int. payable Feb. and Aug. at office of Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 8½ in.; 77 lb. girder and 70 and 75 lb. T rail; 32 motor cars; 10 450 H. P. W. Church Kerr engines, West. dynamos and motors, Barney & Smith cars and trucks.

Officers.—Pres. James D. Hawks, V. Pres. & Treas. S. F. Angus, Sec. F. A. Hinchman.

Directors—S. F. Angus, Geo. M. Crocker, A. L. C. Henry, J. D. Hawks, O. Bingham.

General Office, Majestic Bldg., Detroit, Mich.

References.—Description of booster system, Vol. XIV, Sept., '98, p. 551 (brief); description of road, Vol. XV, Jan., '99 p. 1 (ill.); increase of bonds, Vol. XV, Mar., '99, p. 68.

Date of information, Mar., 1902. z

Detroit, Port Huron & Shore Line Railway Co.—Incorporated in May 1900, as a consolidation of the Rapid Railway, the Detroit, Mt. Clemens & Marine City Ry., (with its constituent companies the Mt. Clemens & Lake Side Traction Co., and the Detroit & River St. Clair Ry.) the Port Huron, St. Clair & Marine City Ry., the City Electric Ry. of Port Huron, the Rapid Railroad Co. and the Detroit & Lake St. Clair Ry. The new company owns the capital stock of each of its constituents, and will be known as the Rapid Railway System, operating all the electric lines in Mt. Clemens and Port Huron, and the interurban line from Detroit through Mt. Clemens, New Baltimore, Algonac, Marine City and St. Clair, to Port Huron.

Capital Stock, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,200,000; in escrow to retire prior liens, $800,000; in treasury for future improvements $500,000; dated July 1, 1900, due, 1950; denom. $1,000; coupon but may be registered, int. payable Jan. and July at office of Union Trust Co., of Detroit, trustee of mortgage.

Plant and Equipment.—Miles of track, (electric) 117.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 50 motor cars.

Officers.—Pres. C. J. Reilly, Detroit; Sec. W. L. Jenks, Port Huron, Mich.; Treas. C. M. Swift; Detroit; Gen. Man. F. W. Brooks, Detroit; Gen. Supt. W. O. Wood, Port Huron, Mich.; Ch. Engr., Elecn. & Mast. Mech. A. C. Marshall, New Baltimore, Mich.

General Office, 70 Woodward Ave., Detroit Mich.

Power Station, New Baltimore, Mich.

Date of information, Jan., 1902. z

The Rapid Railway Co.—Chartered Mar. 1, 1894. This company has a traffic agreement with the Detroit Citizens' Street Ry. Co. This system is now controlled by the Detroit & Port Huron Shore Line Ry. Co.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; dated Mar. 1, 1895, due 1915; coupon, but may be registered; denom. $1000; int. payable Mar. and Sept. at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Consolidated mortgage, 5. p. c. gold bonds, authorized, $600,000, issued, $300,000; in escrow to retire first mortgage bonds, $300,000; dated May 1, 1896, due, 1916, denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 42 motor cars, 32 trail cars and 45 freight cars; West. dynamos and motors, Jackson & Sharp, Barney & Smith and Kuhlman cars.

Officers.—Pres. Cornelius J. Reilly, Treas. Chas. M. Swift, Gen. Man. F. W. Brooks, Ch. Engr. A. C. Marshall.

General Office, 70 Woodward Ave., Detroit, Mich.

Power Station, New Baltimore, Mich.

References.—Description of road (brief), Vol. XI, May,'95, p. 327; description of new cars, Vol. XII, July, '96, p. 432 (ill.); description of road, Vol. XV, Jan., '99, p. 1 (ill.); new equipment, Vol. XVI, Feb. 3, '00, p. 119 (ill.).

Date of information, Jan., 1902. z

Detroit, Lake Shore & Mt. Clemens Railway.—Chartered in 1897, to build an electric railway from Detroit to Mt. Clemens. This road was placed in operation Oct. 1, 1898. On Apr. 1, 1900, the property was sold to the Detroit & Lake St. Clair R.R. Co., which is now operating it.

Capital Stock, $300,000.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $350,000; issued, $90,000; held in escrow, $260,000 (see Note); dated May 2, 1898, due 1928; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$260,000 of the consolidated mortgage are held to retire the first mortgage at maturity, July 1, 1927.

Plant and Equipment.—Miles of track (electric) owned, 17.97; trackage rights, 8.5; 10 motor cars.

Officers.—Pres. M. B. Mills, V. Pres. & Audr. T. E. Gaghan, Sec. Thomas N. Fordyce, Treas. F. T. Ranney.

General Office, Detroit, Mich.

References.—Description of motor car, Vol. XIV, Sept., '98, p. 557 (ill.); description of road, Vol. XV, Jan., '99 (ill.).

Date of information, Mar., 1902. z

Detroit, Plymouth & Northville Railway.—This company was incorporated May 28, 1898, to construct an electric railway from Wayne extending through Tonquish, Plymouth and Waterford to Northville. The road connects at Wayne with the lines of the Detroit, Ypsilanti, Ann Arbor & Jackson Ry., and was placed in operation in Mar., 1899.

Capital Stock, authorized and issued, $150,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $150,000; dated June 1, 1898, due May 1, 1918; denom. $100 and $500 each; int. payable at office of Union Trust Co., Detroit, Mich., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 73 lb. T rail; 4 motor cars; 675 H. P. station plant; Russell engines; Siemens & Halske generators; Gen. Elec. motors; Jackson & Sharp cars; Dupont trucks.

Officers.—Pres. & Gen. Man. J. A. Russell, Sec. H. P. Wickham, Treas. J. H. Cullen, Supt. T. E. Griffin.

Date of information, Mar., 1901. z

Detroit, Utica & Romeo Railway.—Organized in 1898, to construct an electric railway connecting Detroit, Warren, Utica, Disco, Washington and Romeo, 33 miles, with branches east to Macomb, 4 miles, and north to Davis, 2 miles. In Feb., 1901, 7 miles were in operation and construction work on the remainder of the line was to be commenced in early spring.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized $750,000, issued, $100,000.

Officers.—Pres. George B. Davis, V. Pres. Elliott G. Stevenson, Sec. & Treas. Frank D. Andrus.

General Office, 619 Hammond Building, Detroit, Mich.

Date of information, Feb., 1901. z

Pontiac, Orion & Detroit Railway Co.—Incorporated May, 1900, to construct an electric railway from Pontiac to Orion and Oxford, connecting with Detroit, Rochester & Flint Ry., making direct route to Flint from Detroit, via Pontiac, Orion and Oxford.

Capital Stock, authorized, $200,000.

Funded Debt.—None.

Officers.—Pres. George E. Fisher, V. Pres. Chas. W. Ryan, Sec. O. D. Chase, Treas. Frank Howard, Atty. Michael Brennan.

Directors.—George E. Fisher, O. D. Chase, Frank Howard, Michael Brennan, Detroit; Charles W. Ryan, Toledo, O.

General Office, Detroit, Mich.

Date of information, Jan., 1901. z

Detroit, Howell & Lansing Railway.—This road is now under construction.

Plant and Equipment.—Miles of track (electric), 88; 30 cars.

Officers.—Pres. & Gen. Man. John Winter, 2d V. Pres. & Asst. Gen. Man. A. L. Parker, Sec. O. H. Law, Treas. Homer Warren, Pur. Agt. Andrew Gray.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

DIXON, ILL.

Population in 1900, 7,917.

Illinois & Rock River Railway Co.—This road is now under construction and will extend from Rockford to Sterling, serving a population of 66,642.

PLANT AND EQUIPMENT.—Miles of track, (electric), 57; operates by water power.

OFFICERS.—Pres. & Man. Glenn E. Plumb, Dixon, Ill.; V. Pres. Thos. C. McMillan, Chicago, Ill.; Sec. Allen F. Millikan, Chicago, Ill.; Treas. L. G. Bastedo.

POWER STATION, Grand Detour, Ill.

Date of information, Mar., 1902. z

DOVER, DEL.

Population, in 1890, 3,061, in 1900, 3,329.

Delaware General Electric Railway Co.—This company was incorporated in Aug., 1899, to construct an electric railway extending from Milford via Dover to Smyrna, with an extension to Bombay Hook on Delaware Bay, a total distance of 45 miles. It is the purpose of the company to carry freight and passengers, opening up this section for the gardening and market interests. Construction work was commenced on Feb. 22, 1900.

CAPITAL STOCK, authorized, $900,000; par value, $50 per share.

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 12; proposed extensions, 30; gauge, 4 ft. 8½ in.; 56 lb. T rail; 10 motor cars, 400 H. P. engine, Gen. Elec. motors, St. Louis cars.

OFFICERS.—Pres. Leo. Belmont, Sec. Wm. Graham, Treas. Morris Bernheimer.

GENERAL OFFICE, Dover, Del.

Date of information, Mar., 1900. x

DOVER, N. H.

Population, in 1880, 11,687, in 1890, 12,790, in 1900, 13,207.

Dover, Somersworth & Rochester Street Railway Co.—Chartered in Mar., 1901, in perpetuity, to take over the Union Electric Ry. Co., of Dover, and the Rochester Street R. R. Co. The formal consolidation was effected on July 1, 1901, and on that date the road was leased to the Exeter, Hampton & Amesbury Street Ry. Co. for 99 years.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold sinking fund bonds; authorized and issued, $300,000; coupon, but may be registered, dated July 1, 1901, due 1921; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., Boston, trustee of mortgage.

NOTE.—$5,000 will be passed to sinking fund in 1904, and annually thereafter. Bonds cannot be called for payment before maturity, and are guaranteed, principal and interest, by the Exeter, Hampton & Amesbury Street Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 23; 60 lb. T and 70 lb. girder rail; 31 motor cars.

Date of information, Feb., 1902. x

Union Electric Railroad.—This company is a reorganization of the Union Street Ry. Co., whose property was sold at auction on Aug. 8, 1896. On July 1, 1901, this company was consolidated with the Rochester R. R. Co. into the Dover, Somersworth & Rochester Street Ry. Co., which was leased on that date to the Exeter, Hampton & Amesbury Street Ry. Co., Exeter, N. H.

CAPITAL STOCK, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due Feb. 15, 1917.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$33,061	$32,807	$38,619	$39,517
" other sources	1,636	3,685	3,728	5,718
" total	34,697	36,492	42,347	45,235
Operating expenses	21,195	24,699	25,834	23,870
Earnings from operation	13,502	11,793	16,513	21,365
Deductions from earnings.				
Interest on bonds	2,500	5,000	5,000	5,000
Taxes	348	177	178	
Net income	10,654	6,616	11,336	16,365
Dividends				13,000
Surplus				3,365
Total surplus account	17,315	21,860	33,196	41,863
Per cent op. exp. to total receipts	61.0	67.4	61.0	52.8

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$ 2,951	$ 2,911	$ 3,712	$ 6,877
Maintenance of way and buildings	2,260	1,760	1,863	1,497
" " equipment	1,303	2,588	2,174	1,980
Transportation expenses	14,181	17,440	18,086	13,515
Total	$21,195	$24,699	$25,834	$23,870

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.*	1900.	1901.
Passengers carried	661,200	693,430	816,000	814,484
Car miles run	192,075	193,000	207,000	186,705
Total receipts per car mile	$.180	$.188	$.204	$.242
Operating expenses per car mile	.110	.127	.124	.128

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Construction and equipment	$208,919	$225,812	$227,928	$230,720
Land and buildings	3,618			
Cash and cash assets	7,707	1,026	10,275	15,713
Material and supplies	900	1,100	1,200	1,200
Total	$221,144	$227,938	$239,403	$247,633

LIABILITIES.

Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Current liabilities	2,891	4,203	4,333	3,894
Other liabilities	938	1,875	1,875	1,875
Profit and loss (surplus)	17,315	21,860	33,196	41,863
Total	$221,144	$227,938	$239,403	$247,633

PLANT AND EQUIPMENT.—Miles of track (electric), 7.95; gauge, 4 ft. 8½ in.; 45 lb. T and 70 lb. girder rail; 20 motor cars; Gen. Elec. dynamos, West. motors; Newburyport cars. Rent power.

OFFICERS.—Pres. Wallace D. Lovell, Boston; V. Pres. Rufus N. Elwell, Exeter, N. H.; Sec. L. P. Snow, Rochester, N. Y.; Treas. E. L. Pride, Boston; Gen. Man. & Supt. A. H. McReel, Exeter; Asst. Supt. James E. Winn, Somersworth.

DIRECTORS.—Wallace D. Lovell, George E. Wallace, E. L. Pride, A. H. McReel, R. N. Elwell.

Date of information, Feb., 1902. b x

DOYLESTOWN, PA.

Population in 1880, 2,070, in 1890, 2,519, in 1900, 2,900.

Doylestown & Easton Street Railway Co.—Chartered July 3, 1897, for 999 years. Municipal franchises granted in 1900. Annual meeting second Monday in Jan. This is an interurban line connecting Doylestown and Easton, and making connections with Philadelphia, Bristol and Lehigh Valley lines.

CAPITAL STOCK, authorized, $825,000, issued, $200,000; par value $50.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $825,000, issued, $200,000; dated July 2, 1900, due 1941; denom. $1,000; int. payable Jan. and July, at office of Gerard Trust Co., Philadelphia, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—When completed this road will comprise 33 miles of track, 24 miles of which are on private right of way; 20 motor cars; Stanley dynamos, Lorain Steel Co. motors; Stephenson cars.

OFFICERS.—Pres. Isaac R. Rosenberger, Colman, Pa., V. Pres. S. J. Penrose, Doylestown, Pa.; Sec. & Treas. Harry J. Shoemaker, Doylestown, Pa.; Ch. Engr. Edward Haas, Jr., Bordentown, N. J.

DIRECTORS.—I. R. Rosenberger, Samuel A. Hellyer, (Doylestown); S. J. Penrose, H. J. Shoemaker, Aaron Kratz, (Plumsteadville); W. B. Parry, (Langhorne, Pa.).

GENERAL OFFICE, Doylestown, Pa. Power station, Raubsville, Pa.

Date of information, Jan., 1902. z

Doylestown & Willow Grove Railroad Co.—This company is a reorganization of the Bucks County Ry. Co., which was chartered Aug. 3, 1894 and sold at foreclosure sale, Mar. 14, 1900. This company's line extends from Doylestown to Willow Grove, 12 miles, and there connects with the lines of the Union Traction Co., of Philadelphia. The road also extends to Hatboro.

CAPITAL STOCK, authorized and issued, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated 1900, due 1930; denom. $1,000; int. payable at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

Please note date of information at end of each report.

OPERATION—Year ending June 30, 1901.

Receipts from passengers	$41,569
" " other sources	119
" total	41,688
Operating expenses	23,063
Earnings from operation	18,625
Deductions from earnings.	
Taxes	1,365
Interest	20,000
Net deficit	2,740

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 971,010	Capital stock	$ 500,000
Cost of equipment	1,819	Funded debt	500.000
Cash	21,038	Profit and loss	279
Due by agents	25	Accounts payable	477
Open accounts	5,363		
Mat. and sup. on hand.	1,207		
Sundries	294		
Total	$1,000,756	Total	$1,000,756

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; gauge, 5 ft. 2½ in.; 60 lb. rail; 11 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. George D. Widener, V. Pres. C. R. Weaver, Sec. & Treas. Alex. Rennick, Philadelphia; Gen. Man. & Supt. S. G. Moore, Willow Grove; Ch. Engr. Robert Guyon, Elecn. E. Cayne. Supt. S. G. Moore.

GENERAL OFFICE, 1006 Land Title Building, Philadelphia.

SUPT'S. OFFICE, Willow Grove, Pa.

POWER STATION, Neshaminy, Bucks Co., Pa.

Date of information, Jan., 1902. b z

DU BOIS, PA.

Population in 1880, 5,718, in 1890, 6,149, in 1900 (local estimates), 10,000.

Du Bois Traction Co.—This company is a reorganization on June 9, 1898, of the Du Bois Traction Passenger Railway Co. Chartered Apr. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $17,500; par value, $50 per share.

FUNDED DEBT, $16,800.

OPERATION.—Year ending June 30,

	1895.	1896.	1898.	1899.	1900.	1901.
Gross receipts	$6,698	$6,178	$4,662	$6,970	$8,156	$10,903
Operating expenses	6,285	7,718	4,558	6,560	6,104	8,180
Earnings from oper.	413	*1,540	104	41	2,052	2,723
Deductions from earnings.						
Interest					1,020	1,020
Taxes					88	117
Other deductions						521
Net income					944	1,065

* Deficit.

NOTE.—Owing to litigation, no report for 1896-'97 was obtainable.

BALANCE SHEET.—Dated June 30.

ASSETS.	1899.	1900.	1901.
Cost of road	$27,542	$27,741	$27,741
Cost of equipment	9,229	9,248	10,672
Material and supplies	104	21	82
Cash	490	1,836	1,292
Open accounts	274		
Total	$37,639	$38,846	$39.787
LIABILITIES.			
Capital stock	$17,500	$17,500	$17,500
Funded debt	17,000	17,000	16,800
Accounts payable	2,729	2,992	3,069
Profit and loss (surplus)	410	1,354	2,419
Total	$37,639	$38,847	$39,787

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge, 4 ft. 8½ in.; 60 lb. girder rail; 4 motor cars; McEwen and Ball engines, West. and Gen. Elec. dynamos and motors, Brill and Stephen, son cars.

OFFICERS.—Pres. J. E. DuBois, Sec. & Treas. M. I. McCreight Supt. F. H. Hetfield, Elecn. & Pur. Agt. J. Q. Anderson.

DIRECTORS.—J. E. DuBois, Wm. Osbourn, F. W. Hetfield, J. H. McEwen, L. M. Truxall, W. C. Pentz, M. I. McCreight.

GENERAL OFFICE, DuBois, Pa.

Date of information, Jan., 1902. b z

DUBUQUE, IA.

Population in 1880, 22,254, in 1890, 30,311, in 1900, 36,297.

Union Electric Co.—Incorporated in 1900 as a consolidation of the Star Electric Co., the Home Electric Co. and the Dubuque Street Ry. Co. (certificate filed Aug. 17), constituting the electric light and street railway properties of the city of Dubuque, having three power stations and city lighting contract.

CAPITAL STOCK.—Common, $500,000, 5 p. c. cumulative preferred, $500,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 25; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 31 motor cars and 17 trail cars; Sioux City engines, Edison 200 K. W. generators, West and Gen. Elec. motors, Brill, St. Louis and own cars.

OFFICERS.—Pres. F. D. Stout, V. Pres. D. D. Myers, Sec. & Treas. J. R. Lindsay, Gen. Man. W. J. Brown.

GENERAL OFFICE, Dubuque, Ia.

Date of information, Jan., 1902. z

DULUTH, MINN.

Population in 1880, 838, in 1890, 33,115, in 1900, 52,969.

Duluth-Superior Traction Co.—Incorporated in Connecticut in June, 1900, as a consolidation of the Duluth Street Ry., the Lakeside Street Ry. and the Superior Rapid Transit Ry. Co. of West Superior, Wis. The securities of the constituent companies were retired, but the corporate existence of the Duluth Street Ry. Co. is to be maintained, all of its capital stock being owned by the new company. The new company has a traffic agreement with the Duluth-Superior Bridge Co., at West Superior, and operates all the electric railways in both cities including Woodland Ry. Co.

Capital Stock.—Common, authorized and issued, $3,500,000; preferred 4 p. c. cumulative, authorized and issued, $1,500,000; par value, $100 per share.

Funded Debt.—Duluth Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,100,000: coupon, but may be registered; dated May 1, 1900, due 1930; denom. $1,000; int. payable May and Nov., at office of Central Trust Co. of New York, trustee of mortgage.

Note.—$400,000 of these bonds are held in treasury for future improvements. The mortgage covers all the properties of the Duluth-Superior Traction Co., they having first been conveyed to the Duluth Street Ry. Co.

Operation.—Year ending Dec. 31, 1901.

Gross earnings	$453,704
Op. exp., incl'dg taxes and all other fixed charges, except int.	251,315
Earnings from operation	202,389
Deductions from earnings	109,967
Net income	92,422

Plant and Equipment.—Miles of track (electric), 74.45; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. girder and T rail; 107 motor cars, Allis engines, Gen. Elec. and West. dynamos and motors, Laclede and Northern cars.

Officers.—Pres. C. G. Goodrich, Minneapolis; V. Pres. J. H. Davis, New York; Sec. & Treas. L. Mendenhall, Audr. S. L. Reichert, Gen. Man. H. Warren, Pur. Agt. L. H. Wellington, Mast. Mech. W. J. Smith, Ch. Engr. J. Carson.

General Office, 1108 W. Michigan St., Duluth, Minn.

Power Stations, Duluth, Minn., and West Superior, Wis.

References.—Systems consolidated, Vol. XVI, Aug. 25, '00, p. 781.

Date of information, Mar., 1902. z

Duluth Street Railway Co.—Chartered Oct. 25, 1881, in perpetuity; franchise granted Nov. 17, 1881; road opened Nov. 1, 1882. This company operated the property of the Motor Line Improvement Co. and the Lakeside Ry. Co., until in July, 1898, it was placed in the hands of a receiver, and on Aug. 13, 1900, was consolidated with the Duluth-Superior Traction Co.

References.—Description of road, Vol. VII, Feb., '91, p. 64 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1902. z

Interstate Traction Co.—This company is a reorganization of the Minnesota Point Street Railway, chartered June, 1887, for 50 years. Annual meeting Apr. 15th.

Capital Stock, authorized, $50,000, issued, $20,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $20,000; dated May, 1899, due 1919; denom. $500; int. payable May and Nov. at office of St. Paul Title & Trust Co., of St. Paul, Minn., trustee of mortgage.

Operation.—Year ending Oct. 31,

	1899.	1900.	1901.
Total receipts	$5,255	$8,640	$9,644
Operating expenses	2,913	6,445	6,208
Earnings from operation	2,342	2,195	3,436
Deductions from earnings.			
Interest	900	1,242	1,190
Net income	1,442	953	2,246

Balance Sheet.—Dated Oct. 31,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment	$35,309	$36,692	$37,860
Real estate		4,353	4,501
Cash	1,142	294	387
Total	$36,451	$41,339	$42,748
LIABILITIES.			
Capital stock	$20,000	$20,000	$20,000
Funded debt	16,000	20,000	20,000
Profit and loss (surplus)	451	1,339	2,748
Total	$36,451	$41,339	$42,748

Plant and Equipment.—Miles of track (electric), 3.50; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 motor cars and 4 trail cars; power purchased.

Officers.—Pres. Robert R. Dunn, V. Pres. H. O. Underwood, Sec. & Treas. A. W. Hartman.

Directors.—Robert R. Dunn, H. O. Underwood, O. C. Hartman, A. W. Hartman, C. F. Hartman.

General Office, 216 West Superior St., Duluth, Minn.

Date of information, Jan., 1902. z

Woodland Railway Co.—This company is the successor to the Motor Line Improvement Co., and is owned by the Duluth-Superior Traction Co.

Capital Stock.—Common, authorized, $10,000, issued, $5,500. Preferred 5 p. c. class "A" authorized, $5,000, issued, $1,795. Preferred 3 p. c. class "B" authorized, $25,000, issued, $23,200; par value, all shares, $10 per share.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Laclede cars.

Officers.—Pres. T. W. Hoopes, Sec. James Bardon, Treas. R. M. Hunter.

General Office, 11th Ave. West & Michigan St., Duluth, Minn.

Date of information, Mar., 1902. z

DUNKIRK, N. Y.

Population in 1880, 7,248, in 1890, 9,416, in 1900, 14,346.

Dunkirk & Point Gratiot Traction Co.—Charter and franchise granted in 1899 for 99 years. The road was placed in operation July 20, 1900, and is operated as a summer road only. Annual meeting May 1 each year.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $55,000; dated July 1, 1900, due 1930; denom. $500; int. payable Jan. and July, at office of N. Y. Security & Trust Co., of New York City, trustee of mortgage.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$6,876
Operating expenses	2,927
Earnings from operation	3,949
Deductions from earnings.	
Interest on bonds	2,750
Other interest	151
Taxes	13
Net income	1,035
Per cent. operating expenses to receipts	42.6

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$83,766	Capital stock	$25,000
Cash	1,233	Funded debt	55,000
Material and supplies	678	Accrued interest	2,914
		Accounts payable	1,728
		Profit and loss (surplus)	1,035
Total	$85,677	Total	$85,677

PLANT AND EQUIPMENT.—Miles of track (electric), 3.1; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars and 8 trail cars; 200 H. P. station plant.

OFFICERS.—Pres. D. F. Toomey, Sec. Henry G. Swartz, Treas. A. C. Dotterweich, Supt. William Wilcox.

DIRECTORS.—D. F. Toomey, A. C. Dotterweich, E. C. Haggett, B. L. Harrison, F. B. Barman, M. P. Toomey, Peter Meister, Jr., J. C. Haggett, N. J. Lenneitz.

GENERAL OFFICE, 309 Central Ave., Dunkirk, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Mar., 1902. z

DURANGO, COL.

Population in 1890, 2,726, 1900, 3,317, 1902 (local estimates), 5,000.

Durango Railway & Realty Co.

CAPITAL STOCK, authorized, $250,000, issued, $155,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.25; gauge 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 2 are motor cars and 2 trail cars; Ide engines, West. dynamos and motors, Woeber cars.

OFFICERS.—Pres. J. A. Porter, V. Pres. & Ch. Engr. J. B. Harper, Sec. W. S. Pickerill, Treas. H. Schiffer, Supt. Pur. Agt. & Elecn. C. H. Peters.

Date of information, Jan., 1902. z

EAST LIVERPOOL, O.

Population in 1880, 5,568, in 1890, 10,947, in 1900, 16,485.

United Power Co.—This is a consolidation of the East Liverpool Ry. Co. and the Ceramic City Light Co.

CAPITAL STOCK, authorized, $900,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $700,000, issued, $600,000; denom. $1,000; int. payable Jan. and July, at office of Trust Co. of North America, Philadelphia, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. T and 81 lb. girder rail; 29 motor cars; Allis engine; West. dynamos and motors, Stephenson and St. Louis cars and trucks.

OFFICERS.—Pres. & Gen. Man. L. W. Healy, Sec. Geo. O. Anderson, Supt. T. A. Reed.

GENERAL OFFICE, East Liverpool, O.

Date of information, Jan., 1902. z

EAST ST. LOUIS, ILL.

Population in 1880, 9,185, in 1890, 15,169, in 1900, 29,655.

East St. Louis Electric Street Railroad Co.—In Mar., 1902, this road was purchased by E. W. Clark & Co., of Philadelphia, Pa.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—Consolidated mortgage 6 p.c. gold bonds, $500,000; dated Aug. 1, 1893, due 1908; int. payable Feb. and Aug., at office of Mississippi Valley Trust Co., of St. Louis, Mo., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge 4 ft. 10 in.; 23 motor cars.

OFFICERS.—Pres. J. S. Walsh, V. Pres. & Gen. Mgr. W. S. McChesney, Jr., Sec. Julius S. Walsh, Jr., Treas. F. C. Daab, Supt. M. Herrold, Pur. Agt. J. E. Williams, Jr., Mast. Mech. W. C. Wilson.

GENERAL OFFICE, Union Station, St. Louis, Mo.; Supt.'s office, 747 Collinsville Ave., E. St. Louis, Ill.

Date of information, Mar., 1902. d x z

Collinsville, Caseyville & East St. Louis Electric Railroad Co.—Chartered Mar. 23, 1899, for 50 years, municipal franchise granted May, 1899, Annual meeting in Mar. This company was incorporated Mar., 1899, to construct an electric railway from Collinsville to East St. Louis. The road was placed in operation Oct. 4, 1900.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb rail; 5 motor cars; Lorain motors, Laclede cars, Peckham trucks; power rented from St. Louis, Belleville & Suburban Ry.

OFFICERS.—Pres. D. M. Browning, V. Pres. W. H. Hueckel, Sec. & Treas. Thos. F. Fekete, Gen. Man. M. M. Stephens, Ch. Engr. Wm. J. Crocker, Elecn. J. Skeen.

DIRECTORS. — W. G. Burroughs, Collinsville; W. H. Hueckel, Caseyville; D. M. Browning, Thomas L. Fekete and J. T. Daniel, of East St. Louis.

GENERAL OFFICE, East St. Louis, Ill.

Date of information, Jan., 1901. z

St. Louis & Belleville Suburban Electric Railway Co.—Charter and municipal franchises granted in 1897, for 50 years. Annual meeting Jan. 1st. This company has been acquired by the

Please note date of information at end of each report.

St. Louis & Belleville Electric Ry. Co., of Belleville, Ill., and consolidated with it under the name of St. Louis & Belleville Traction Co.

Date of information, Mar., 1901. z

Mississippi Valley Transit Co.—Incorporated in Mar., 1900, to construct an electric railway from East St. Louis to Edwardsville, 19 miles. This road is owned by the St. Louis, Belleville & Suburban Ry. Co.

CAPITAL STOCK, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $400,000; dated May 1, 1900, due 1930; denom. $1,000; int. payable May and Nov., at office of Farmers Loan & Trust Co. of New York City, trustee of mortgage

OFFICERS.—Pres. George J. Kobusch, V. Pres. C. M. Clark, Sec. & Treas. Edward Abend, Jr., Gen. Man. J. M. Bramlette, Supt. & Ch. Engr. William Jens, Ch. Elecn. J. J. Sichter.

GENERAL OFFICE, 124 North 7th St., St. Louis, Mo.

POWER STATION, Collinsville, Mo.

Date of information, Dec., 1901. d

EASTON, MASS.

Population in 1880, 3,902, in 1890, 4,493, in 1900, 4,837.

Easton Street Railway Co.—This company has been incorporated. Construction of its road is now under way.

CAPITAL STOCK, authorized, $40,000; paid in, $20,000; par value, $100 per share.

Cost of road to Sept. 30, 1900, $9,500.

OFFICERS.—Pres. Frank C. Granger, V. Pres. Edward C. Jenney, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Frank C. Granger, E. C. Jenney, E. F. Draper, G. M. Falkner, James E. Howard J. J. McCarthy, S. K. Kelley.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Dec., 1901. d

EASTON, PA.

Population in 1880, 11,924, in 1890, 14,481, in 1900, 25,238.

Easton Consolidated Electric Co.—Chartered in 1899 for the purpose of controlling the Easton Transit Co., the Easton Palmer & Bethlehem Street Railway Co., the Phillipsburg Horse Car R. R. Co., of Phillipsburg, N. J. and the Edison Illuminating Co., of Easton. A controlling interest in the capital stock of all these companies has been acquired.

CAPITAL STOCK, authorized, $1,500,000, paid in $375,000 ($12.50 per share); par value $50 per share.

FUNDED DEBT.—Collateral trust 5 p. c. gold bonds, authorized, $1,300,000, issued, $872,000; in escrow to retire prior liens of constituent companies, $428,000, coupon, but may be registered; dated May 1, 1899, due 1949; denom. $500 and $1,000; int. payable May and Nov. at office of Girard Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending June 30, 1900.

Gross receipts	$275,517
Operating expenses	156,243
Earnings from operation	119,274

Dividend 3½ p. c. July, 1900.

OFFICERS.—Pres. Wm. Hinckle Smith, Philadelphia, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn.

Date of information, Mar., 1901. z

Easton Transit Co.—Chartered June 30, 1892. Annual meeting second Tuesday in Jan. This is a consolidation, on June 30, 1892, of the Easton, South Easton & West End Passenger R. R. Co. (inc. June 1, 1866) and the Centre Square & Delaware Bridge R. R. Co. (inc. May 5, 1871). On Mar. 15, 1893, the company leased the Pennsylvania Motor Co. The company also leases the Easton & Bethlehem Transit Co., and controls the operations of the Phillipsburg (N. J.) Horse Car Co., connecting with it at the Delaware Bridge. 5,967 shares of the capital stock of this company are owned by the Easton Consolidated Electric Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated 1892, due 1922, but subject to call at 103 and int. in 1902; denom. $200 and $500; coupon, but may be registered; int. payable Apr. and Oct., at office of Easton Trust Co., trustee of mortgage.

Debenture bonds, authorized, $150,000, outstanding, $2,500; int. payable Apr. and Oct.; trustee of mortgage, Easton Trust Co.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Gross receipts	$123,812	$131,758	$140,121	$151,167	$91,945
Operating expenses	82,475	76,848	81,719	94,385	43,833
Earns. from operation	41,337	54,910	58,402	56,782	48,112
Deduct. from earn.					
Interest	21,583	20,793	19,184	28,198	9,577
Taxes	2,570	4,710	5,956	9,003	3,957
Rentals	9,296	8,793	9,093		7,417
Pav'g & sink'g fund		10,626	3,000		
Other expenses					23,275
Net income	7,888	9,988	21,169	19,581	3,886
Dividends paid		9,000			
To surplus account	*1,112	9,988	21,169	19,581	3,886
Total surp. account	11,826	21,814	37,675	57,256	61,141

Dividends in 1894, 2½ p. c.; in 1895, 1896 and 1897, 3 p. c.

*Deficit.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$571,461	$564,357	$610,912	$621,286	$640,443
" equipment.	84,201	84,201	88,601	93,810	96,701
Real estate	33,714	34,167			
Stks. and bonds of other companies.	6,285	6,286	10,030	6,885	6,285
Cash	6,850	12,874	11,270	13,409	
Accounts rec'v'ble.				17,554	
Additions and betterments	23,141	23,141	23,141	23,141	23,141
Mat'ial & supplies.			4,221	6,207	8,427
Other assets		7,256		645	
Total	$719,508	$725,654	$732,281	$782,737	$774,997
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	317,500	317,500	317,500	302,500	302,500
Loans	89,900	89,900	89,900	89,900	82,145
Bills payable	6,428	3,068	3,100	3,100	
Phillipsburg H. C. R. R. Co.					29,212
Accounts payable.				19,221	
Accrued accounts.				10,760	
Profit & loss (surp).	11,826	21,813	37,675	57,256	61,141
Total	$725,654	$732,281	$748,175	$782,737	$774,997

PLANT AND EQUIPMENT—Miles of track (electric), 19.3; gauge, 5 ft. 2½ in.; 36 lb., 48 lb., 56 lb. and 68 lb. girder rail; 50 motor cars and 6 trail cars; West. dynamos and motors, Brill, Lamokin and own cars; power rented.

OFFICERS.—Pres. J. S. Rodenbough, V. Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Supt. & Pur. Agt. A. C. Rodenbough.

DIRECTORS.—Samuel Harris, J. S. Rodenbough, George W. Norris, W. H. Smith, S. H. Hackett, J. V. Bull, John S. Bioren.

GENERAL OFFICE, 16th and Washington Sts., Easton, Pa.

REFERENCE.—Description of road, Vol. X, Aug., '94, p. 492 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Dec., 1901. b

Pennsylvania Motor Co.—Chartered Nov. 15, 1888, leased Mar. 15, 1893, to Easton Transit Co. for 99 years, at an annual rental of $3,600. 1,902 shares out of 2,400 of the capital stock of this company are now owned by the Easton Consolidated Electric Co.

CAPITAL STOCK, authorized and issued, $120,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Apr. 1, 1887, due 1947; denom. $100 and $500; int. payable Apr. and Oct., at company's office; trustee of mortgage, Lackawanna Trust & Safe Deposit Co., of Scranton.

PLANT AND EQUIPMENT—Miles of track (electric), 3.34; gauge, 5 ft. 2½ in.; 36 lb. and 56 lb. flat and T rail; 8 motor cars; West. dynamos and motors.

OFFICERS.—Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Supt. A. C. Rodenbough.

DIRECTORS.—J. V. Bull, G. W. Norris, Samuel Harris, S. H. Hackett, J. S. Rodenbough, E. B. Smith, W. M. Davis.

Date of information, Dec., 1901. b

Easton, Palmer & Bethlehem Street Railway Co.—This company was incorporated June, 1897, and operates an electric railway from Easton to Bethlehem. The road was placed in operation Nov.

Please note date of information at end of each report.

6, 1898, and is now controlled by the Easton Consolidated Electric Co. which owns all the capital stock of this company.

CAPITAL STOCK.—Common stock, authorized and issued, $100,000; preferred stock, 6 p. c. authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; dated Jan., 1899, due 1919; int. payable Jan. and July at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; 14 motor cars.

OFFICERS.—Pres. J. S. Rodenbough, Sec. E. B. Maltby, Treas. A. D. Chidsey, Gen. Man. C. E. Flynn, Ch. Engr. W. H. Sawin, Ch. Engr. of Power Station Erwin Judd.

DIRECTORS.—S. H. Hackett, J. V. Bull, W. H. Smith, Samuel Harris, John S. Bioren, J. S. Rodenbough, G. W. Norris.

GENERAL OFFICE, 16th & Washington Sts., Easton, Pa.

Date of information, Dec., 1901. b

Easton & Bethlehem Transit Railway Co.—Chartered July 6, 1892. This road is operated by the Lehigh Valley Traction Co.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$179,047	Capital stock	$125,000
Cost of equipment	7,414	Funded debt	60,000
		Current liabilities due lessee company for "additions and betterments"	1,461
Total	$186,461	Total	$186,461

OFFICERS.—Pres. J. V. Bull, Sec. E. B. Maltby, Treas. A. D. Chidsey.

DIRECTORS.—J. V. Bull, Easton, Pa.; Geo. W. Norris, Phila., Pa.; W. A. Stern, Phila., Pa.; W. Henckle Smith, Phila., Pa.; J. S. Rodenbough, Easton, Pa.; Samuel Harris, Allentown, Pa.; W. M. Davis, Phillipsburg, N. J.

Date of information, Aug., 1901. b

Easton & Nazareth Street Railway Co.—Charter granted in 1899 for 99 years; municipal franchise granted in 1900, in perpetuity. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated June 1, 1900, due 1930; denom. $1,000; interest payable Jan. and July, at office of West End Trust Co., Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.2 (7.5 miles on private right of way); gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars; 900 H. P. station plant; Gen. Elec. generators and motors, American and St. Louis cars, Peckham trucks.

OFFICERS.—Pres. T. A. H. Hay, Sec. & Pur. Agt. W. O. Hay, Treas. M. P. McGrath, Supt. H. E. Reed.

DIRECTORS.—T. A. H. Hay, W. O. Hay, E. J. Fox, Easton, Pa.; M. P. McGrath, Worcester, Mass.; H. A. Doan, Philadelphia, Pa.

GENERAL OFFICE, Easton, Pa.

POWER STATION, Walter's Mills, Pa.

Date of information, Mar., 1902. z

EAST WAREHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451, in 1900, 3,991.

East Wareham, Onset Bay & Point Independence Street Railway Co.—Chartered Feb. 15, 1888. This road was absorbed by the New Bedford & Onset Street Ry. Co., on June 12, 1901.

CAPITAL STOCK, authorized, $25,000, issued, $21,400; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.	1900.	June 12, 1901.
Gross receipts	$5,643	$4.520	$4,647	$4,527	$1,242
Operating expenses	6,951	4,743	4,026	4,436	1,841
Earnings from operation	*1,308	*223	621	91	*599
Deductions from earnings	47	123	74	100	67
Net income	*1,354	*346	547	*9	*666
Total surplus account	*837	*1,184	*636	*2,651	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	June 12, 1901.
General expenses	$1,627	$ 272	$ 638	$ 406	$ 301
Main of way and bldgs	137	206	60	83	
" " equipment	346	233	277	260	731
Transportation expenses	4,842	4,031	3,051	3,687	809
Total	$6,951	$4,743	$4,026	$4,436	$1,841

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	47,906	36,402	28,992	31,690	32,888
Car miles run	12,160	13,480	9,688	9,174	9,383
Gross receipts per car mile	$.508	$.419	$.467	$.506	$.482
Operating exps. per car mile	.410	.516	.490	.438	.472

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$14,357	$14,357	$14,357	$14,357	$14,357
" equipment	5,750	5,730	5,720	5,710	6,128
Other permanent invest	1,147	1,147	1,147	1,147	1,147
Cash and current assets	994	286	249	507	800
Profit and loss (deficit)		837	1,184	636	2,651
Total	$22,248	$22,357	$22,657	$22,357	$25,083

LIABILITIES.

Capital stock	$21,400	$21,400	$21,400	$21,400	$21,400
Current liabilities	331	957	1,257	957	606
Accrued "					3,077
Profit and loss (surplus)	517				
Total	$22.248	$22,357	$22,657	$22,357	$25,083

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 25 lb. and 35 lb. T rail; 20 horses, 12 horse cars.

OFFICERS.—Pres. & Gen. Man. Jos. K. Nye, Treas. A. W. Kelley, Supt. F. L. Benson.

DIRECTORS.—Wm. F. Nye, Jos. K. Nye, Benj. F. Gibbs, A. W. Kelley, F. L. Benson.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Dec., 1901. b

EAU CLAIRE, WIS.

Population in 1880, 10,119, in 1890, 17,415, in 1900, 17,517.

The Chippewa Valley Electric Railroad Co.—This is the successor to the Eau Claire Street Ry., Light & Power Co., The company has rebuilt the present lines and extended them in Eau Claire and to Chippewa Falls.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Total receipts	$36,450	$45,408	$53,077
Operating expenses including taxes	22,401	30,700	32,099
Earnings from operation	14,049	14,708	20,978
Interest on bonds	12,110	12,000	8,237
Net income	1,939	2,708	12,741
To surplus account	1,938	2,708	
Total surplus account	2,231	5,029	

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 60 lb. rail; 22 motor cars; Gen. Elec. and Detroit dynamos and motors.

OFFICERS.—Pres. A. E. Appleyard, Boston, Supt. H. G. Lawrence.

GENERAL OFFICE, Eau Claire, Wis.

REFERENCE.—Description of road (brief), Vol. XVII, Feb. 2, '01, p. 165.

Date of information, Feb., 1902. x

ELGIN, ILL.

Population in 1880, 8,787, in 1890, 17,823, in 1900, 22,433.

Elgin City, Carpentersville & Aurora Railway Co.—This company is a consolidation, in 1897, of the Elgin City Ry. Co. and the Carpentersville, Elgin & Aurora Ry. Co. This road belongs to the Elgin, Aurora & Southern Traction Co.

CAPITAL STOCK, authorized and issued, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 28 cars, of which 25 are

motor cars and 3 trail cars; 1 freight locomotive; Ball engines, Gen. Elec. dynamos and motors, Minneapolis and Pullman cars.

OFFICERS.—See Elgin, Aurora & Southern Traction Co., Chicago, Ill.

Date of information, Feb., 1902 d

ELIZABETH, N. J.

Population in 1880, 28,229, in 1890, 37,764, in 1900, 52,130.

Elizabeth, Plainfield & Central Jersey Railway Co.—Chartered Nov. 29, 1900, as a consolidation of the Elizabeth St. Ry. Co., the Westfield & Elizabeth St. Ry. Co., the Elizabeth City Horse R. R. Co., the Woodbridge & Sewaren Electric St. Ry. Co., the Plainfield St. Ry. Co., and the Rahway Electric St. Ry. Co. The company operates 60 miles of street railways connecting the principal cities and towns in Central New Jersey, and will be closely associated with the North Jersey St. Ry., which is operated by the same interests.

CAPITAL STOCK, authorized, $3,000,000,

FUNDED DEBT.—First consolidated mortgage, 5. p. c. gold coupon bonds, authorized, $2,500,000, issued, $1,400,000; held to retire prior lien, $100,000; held for future improvements, $1,000,000; dated Dec. 1, 1900, due 1950; denom. $1,000; no sinking fund and not subject to call; int. payable June and Dec., at office of Fidelity Trust Co., Newark, N. J., trustee of mortgage.

Plainfield St. Ry. Co.'s first mortgage, $100,000, Fidelity Trust Co., of Newark, trustee.

OPERATION.—The figures given are for the six consolidated companies combined for the whole year ending Dec. 31,

	1900.	1901.
Gross receipts	$201,123	$236,082
Operating expenses	179,391	206,504
Earnings from operation	21,732	29,578

For the period from Nov. 29, 1900 (date of consolidation) to Dec. 31, 1900, the figures of the new company were :

Gross receipts	$17,086
Operating expenses	10,252
Earnings from operation	6,834

OFFICERS.—Pres. Thos. C. Barr, V. Pres. Thomas A. Nevins, Sec. & Treas. E. W. Hine.

GENERAL OFFICE, 164 Market St. Newark, N. J.

REFERENCES.—Consolidation of roads, Vol. XVI, Dec. 8, '00, p. 1,197.

Date of information, Jan., 1902. b

ELKTON, MD.

Population in 1890, 2,318, in 1900, 2,542.

Cherry Hill, Elkton & Chesapeake City Electric Railway Co.—This company was organized in 1900 to construct an electric railway connecting Cherry Hill, Elkton and Chesapeake City. Contracts have been signed and construction work commenced and it is expected to commence operation of the road early in 1901.

CAPITAL STOCK, authorized and paid in, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Dec. 1, 1900, due 1920; denom. $1,000; int. payable at office of Continental Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Henry H. Brady, Elkton; Sec. John M. Tucker.

GENERAL OFFICE, Elkton, Md.

Date of information, Jan., 1901. x

ELMIRA, N. Y.

Population in 1880, 20,541, in 1890, 30,893, in 1900, 35,672.

Elmira Water, Light & Railroad Co.—Chartered May 26, 1900. This company purchased the properties of the Elmira & Horseheads Ry. Co., and the Maple Ave., Ry. Co., May 28, 1900, and thereby acquired from the latter company the properties of the West Water St. R.R. Co. This property was previously owned and operated by the Elmira Municipal Improvement Co., which also owned the water, gas and electric lighting properties of Elmira, together with Rorick Glen Park.

CAPITAL STOCK, authorized and issued $1,000,000; par value, $100 per share.

FUNDED DEBT, $3,200,000; as follows.

First mortgage 5 p. c, gold bonds, authorized, $2,000,000, issued, $1,661,000; in escrow to retire prior lien, due 1913, $339,000; dated 1899, due Jan. 1, 1949; denom. $1,000, subject to call at 105 and interest; int. payable Jan. and July.

Second (income) mortgage. 4 p. c. bonds, authorized and issued $1,200,000; dated 1899, subject to call at any time at par.

OPERATION.—The figures here given are for the combined properties as previously operated by Elmira & Horseheads Ry. Co., and the Maple Ave. Ry. Co., to May 31, 1900.

	Year end'g June 30, 1897.	*10 mos. ending June 30, 1898.	Apr. 30, 1899.	Years ending June 30, 1900.	June 30, 1901.
Receipts from pass.	$ 62,223	$60,180	$51,884	$71,124	$89,548
" oth'r sources.	6,587	1,989	2,217	4,576	2,573
" total	68,810	62,169	54,101	75,700	92,121
Operating expenses	76,990	64,164	47,415	58,821	78,215
Ern'gs from operation	†8,180	†1,995	6,686	16,879	13,906
Deduct. from earnings.					
Interest			3,180	2,965	15,363
Taxes	3,884	4,162	3,468	4,042	2,924
Rentals & miscellane's			833	8,336	8,853
Park expenses			848	2,885	
Net income	†12,064	‡6,157	†1,643	†1,349	†13,234
Total surplus acct	†107,436		†24,275	‡11,378	

*Operation figures for these 10 months cover the combined system.

† Deficit.

‡ This amount of surplus includes, $9,955; the amount of surplus transferred to new company by Maple Ave. Ry. Co., May 31, 1900.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$11,189
Transportation expenses	51,318
Maintenance of way and buildings	8,036
" equipment	7,672
Total	78,215

STATISTICS OF TRAFFIC.

Year endlng June 30, 1901.

Revenue passengers carried	2,128,966
Transfer " "	1,789,503
Car miles run	733,881
Total receipts per car mile	$.126
Operating expenses per car mile	.107

BALANCE SHEET.—(That given for 1900 is of the Elmira Water, Light & R. R. Co.—Dated

ASSETS.	June 30, 1897.	June 30, 1898.	Apr. 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$424,593	$421,682	$427,391	$444,038	$ 302,113
" equipment	44,860	44,628	39,794	52,982	
Addit's & betterments.				24,875	
Cash	401	948		185	
Bills receivable		2,037	638		121,596
Open accounts	1,908		39,241	22,730	
Supplies	12,445	9,720	7,865		6,424
Other asset					3,782,075
Profit and loss (deficit).	107,437	123,849	24,275	*15,676	13,234
Total	$591,645	$602,864	$539,204	$560,486	$4,225,441
LIABILITIES.					
Capital stock	$400,000	$380,000	$380,000	†$462,074	$1,000,000
Funded debt					3,200,000
Accrued taxes and int.				759	
Bills payable	32,377	222,864	159,204	96,230	25,441
Open accounts	159,268				
Profit and loss (surplus)				1,423	
Total	$591,645	$602,864	$539,204	$560,486	$4,225,441

* Profit and loss accounts of old companies bought.

† This amount consists of notes, old claims and interest, and former capital stock of Elmira, Water, Light & R.R. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.21; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 8 horses; 43 motor cars and 6 trail cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Brill, Jackson & Sharp and Stephenson cars.

OFFICERS.—Pres. Ray Tompkins, V. Pres. & Gen. Man. W. W. Cole, Sec. & Treas. John M. Diven, Audr. H. M. Beardsley, N. Y. City; Supt. F. G. Maloney.

DIRECTORS.—Ray Tompkins, M. H Arnot, W. W. Cole, Elmira, N. Y.; S. R. Bertron, R. S. Storrs, 40 Wall St., New York.

GENERAL OFFICE, 212 East Water St., Elmira, N. Y.

REFERENCES.—Park, Vol. XVII, Mar. 2, '01, p. 309; sale of property, Vol. XVII, Mar. 30, '01, p. 375.

Date of information, Jan., 1902. z

Maple Avenue Railway Co.—Chartered May 16, 1887. The property of this company together with that of the West Water Street Ry. Co., was formerly leased to the Elmira & Horseheads Ry. Co., but in Apr., 1899, to cover certain legal technicalities the property of the West Water Street Ry. Co., and the Elmira & Horseheads Ry. Co., was leased to this company. The properties were purchased by the Elmira Water, Light & R.R. Co., May 28, 1900.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

The West Side Street Railroad Co.—Charter and municipal franchise granted Jan. 30, 1896, for 99 years. Annual meeting first Monday in June. This company is a consolidation (in 1896) of the West Side R. R. Co. and the East Side R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $105,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1894, due 1914. denom. $1,000, int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers...	$55,997	$51,364	$51,644	$56,315	$57,761
" other sources.	424	566	567	2,833	1,528
" total.....	56,421	51,930	52,211	59,148	59,289
Operating expenses.....	40,978	40,353	38,820	40,649	40,960
Earnings from operation ...	15,443	11,577	13,391	18,499	18,329
Deductions from earnings.					
Interest on funded debt, due and accrued.....	15,000	15,000	15,000	15,000	15,000
Taxes.....	2,323	1,878	2,356	1,962	2,438
Net income.....	*1,880	*5,301	*3,966	1,537	891
Total surplus.....	5,936	635	*3,331	1,794	*903

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried.	1,078,439	1,053,917	1,132,330	1,227,025
Transfer " " .			54,823	1,160,324
Car miles run.....	386,353	380,412	384,659	387,739
Total receipts per car mile.	$.134	$.137	$.153	$.153
Operating exps. per car mile.	.104	.102	.105	.106

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$304,583	$305,031	$306,153	$307,221	$419,887
" equipment....	107,549	108,394	108,741	108,908	
Cash.....	4,689	2,711	2,869	2,458	1,092
Open accounts.....	4,936	4,089			1,862
Material and supplies..	3,481	172	4,948	7,106	7,318
Other assets.....			532		
Profit and loss (deficit)			3,331	1,794	903
Total.....	$425,238	$420,397	$426,574	$426,574	$431,061
LIABILITIES.					
Capital stock.....	$105,000	$105,000	$105,000	$105,000	$105,000
Funded debt.....	300,000	300,000	300,000	300,000	300,000
Int. on funded debt, due and accrued.....	3,750	8,250	14,750	14,750	22,250
Accounts payable.....	5,489	1,450	1,761	4,186	3,811
Loans.....	5,063	5,063	5,053	3,551	
Profit and loss (surp)...	5,936	634			
Total.....	$425,238	$420,397	$426,574	$427,487	$431,061

PLANT AND EQUIPMENT.—Miles of track (electric), 9.75; gauge, 4 ft. 8½ in.; 56 lb. T rail, 75 lb. and 90 lb. girder rail; 26 motor cars and 1 trail car; Bates-Corliss engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars, Brill and Gilbert trucks.

OFFICERS.—Pres. Ray Tompkins, Sec. P. V. Bryan, Treas. H. H. Hallock, Supt. W. W. Cole.

DIRECTORS.—H. H. Hallock, A. E. Ackley, M. H. Arnot, P. V. Bryan, Ray Tompkins, W. S. Carr, W. W. Cole, E. J. Dunn, Boyd McDowell, Elmira.

GENERAL OFFICE, 120 East Water St., Elmira, N. Y.

REFERENCE.—Description of road, Vol. IX. Mar. '93, p. 155 (ill.).

Date of information, Jan., 1902. z

Elmira & Seneca Lake Railway Co.—Chartered June 1, 1896. Annual meeting first Tuesday in June. This road runs from Elmira through Horseheads, Pine Valley, Millport, Croton and Montour Falls to Watkins, passing the famous Watkins Glen and to the shore of Seneca Lake. The capital stock of this company is controlled by the Railways Company General, of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Nov. 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$30,778
" " other sources.....	139
" total.....	30,917
Operating expenses.....	27,755
Earnings from operation.....	3,162
Deductions from earnings.	
Interest.....	15,000
Taxes.....	599
Total deficit.....	13,134

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses.....	$ 5,644
Transportation expenses.....	19,290
Maintenance of way and buildings.....	1,592
Maintenance of equipment	1,230
	$27,755

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	704,956
Car miles run.....	241,622
Total receipts per car mile.....	$.128
Operating expenses per car mile.....	.114

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equipment	$600,000	Capital stock.....	$300,000
Cash	1,866	Funded debt.....	300,000
Profit and loss (deficit).	13,134	Interest on funded debt	15,000
Total	$615,000	Total	$615,000

PLANT AND EQUIPMENT.—Miles of track (electric), 16.9; gauge, 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars; 2-225 K. W. West. generators; 600 H. P. Edgemoor boilers; Harrisburg engines; West. motors; St. Louis cars.

OFFICERS—Pres. E. R. Dick, Philadelphia, Pa.; V. Pres. Jno. E. Mulford, Montour Falls; Sec. G. L. Hathaway, Horseheads, N. Y.; Treas. J. J. Collier, Philadelphia, Pa.; Supt. E. W. Alexander.

DIRECTORS.—John E. Mulford, Montour Falls; C. L. Hathaway, Horseheads; Oliver P. Hurd, Charles S. Frost, Watkins; George S. Graham, Evans R. Dick, Jay Cook, 3d, J. Ogden Hoffman, Gerald Holman, Philadelphia, Pa.

GENERAL OFFICE, Montour Falls, N. Y.

Date of information, Mar., 1902. z

EL PASO, TEX.

Population in 1880, 736, in 1890, 10,338, in 1900, 16,000.

El Paso & Juarez Traction Co.—Chartered Mar. 1900. This company is the consolidation in 1900 of the El Paso & Juarez Avenue Street Ry. and the San Antonio & Magoffin Street Ry. with the Ferrocarril Urbano y Puente and La Companie Ferrocarrils Urbanos de c. Juarez, of Mexico.

CAPITAL STOCK, authorized, $200,000, issued, $146,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 35 lb. girder rail; 44 horses, 12 horse cars; Brownell cars.

OFFICERS.—Pres. Anson Mills, (2 Dupont Circle, Washington, D. C.), Vice Pres. Z. T. White, Sec. & Treas. J. A. Huppee, Supt. A. Larmour.

DIRECTORS.—Anson Mills, J. R. Ramsey, J. A. Huppee, Z. T. White, Jos. Magoffin.

GENERAL OFFICE, 411 Santa Fe St., El Paso, Tex.

Date of information, Feb., 1901. z

El Paso Electric Co.

CAPITAL STOCK, authorized, $1,250,000, issued, common, $900,000, preferred, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $600,000; dated Jan. 1. 1902, due 1932; denom. $1,000; int. payable Jan. and July, at office of the State Street Trust Co., of Boston. This mortgage does not provide for sinking fund, and bonds are not subject to call.

OFFICERS.—Pres. J. W. Hallowell, Sec. B. H. Dibblee, Treas. H. B. Sawyer, Gen. Man. Stone & Webster.

Date of information, Feb., 1902. x

ERIE, PA.

Population in 1880, 27,737, in 1890, 40,634, in 1900, 52,733.

Erie Electric Motor Co.—Chartered Oct. 8, 1888, in perpetuity. Annual meeting third Tuesday in Jan. In the year 1888 this company secured a controlling interest in the Erie City Passenger Ry. Co., and leased its lines, franchises, etc., for a period of 999 years, at a rental of 6 p. c. on its capital stock, and in 1896, the Erie, Reed Park & Lakeside Street Ry. was also secured.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1889, due 1919; denom. $1,000; int. payable in gold Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Jan. 1, 1892, due 1919; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Please note date of information at end of each report.

First refunding sinking fund, 5 p. c. gold bonds, authorized, $1,250,000, issued $750,000 (see note); coupon, but may be registered; dated Apr. 1, 1901, due 1941; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$250,000 of the refunding bonds are reserved to retire a like amount of prior liens, and $250,000 are reserved for betterments and extensions, and can be issued only under the most guarded restrictions. These bonds cannot be called until maturity. The refunding mortgage provides for a sinking fund of 1 p. c. annually from Apr. 1, 1906, to be increased to 1½ p. c. in 1916.

Erie City Passenger Ry. Co.'s first mortgage 6 p. c. bonds, outstanding $25,000; due Oct. 1, 1913; int. payable Apr. and Oct. This company also guarantees 6 p. c. (as rental) on $100,000 of capital stock of the Erie City Passenger Ry. Co.

Franchises.—The company operates under perpetual franchises.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from pass.	$142,327	$141,231	$150,989	$175,198	$184,978
" other sources	881	716	678	900	869
" total	143,208	141,947	151,667	176,098	185,847
Operating expenses	109,817	105,608	116,244	186,425	141,348
Earns. from operation	33,391	36,339	35,423	*10,327	44,499
Deduct. from earnings..					
Int. on funded debt	31,578	29,774	35,067	34,315	26,025
Taxes	2,975	2,990	2,884	207	10,297
Other deductions	1,312				
Surplus	*2,474	3,575	*2,528	*44,849	8,177
Total surplus account	*16,112	*6,755	*9,282	*54,019	*18,507
P.c.op.exp. to total rec'ts	76.7	74.4	76.6		76.0

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 491,752	$ 585,320	$ 587,765	$ 590,056	$ 899,527
" equip	303,634	303,595	311,638	311,277	319,680
Real estate	78,694				39,802
Other assets	599				
Refunding bond and expense					58,029
Stock invest	300,000	300,000	300,000	300,000	850,000
Cash	33	188	837	4,552	67,941
Material & sup.			5,239		
Profit and loss (deficit)	16,112	6,755	9,282	54,019	18,567
Total	$1,190,824	$1,195,858	$1,214,761	$1,259,904	$2,253,546
LIABILITIES.					
Capital stock	$700,000	$ 700,000	$ 700,000	$ 700 000	$1,250,000
Funded debt	350,000	350,000	350.000	350,000	1,000,000
Bills payable and loans	140,824	145,858	164,761	209,904	
Accounts payable.					3,546
Total	$1,190,824	$1,195,858	$1,214,761	$1,259,904	$2,253,546

Plant and Equipment.—Miles of main line, 25, of second track, 3, of sidings, 3, total track (electric), 31; 90 lb. girder rail; gauge, 4 ft. 8½ in.; 85 motor cars; 1,000 H. P. station plant; Gen. Elec. dynamos and motors, approximate value real estate and buildings, $200,000.

Officers.—Pres. J. C. Brady, Sec. & Treas. J. L. Sternberg, Gen. Supt. H. F. Wilbur.

Directors.—J. S. Casement, Painesville, O.; S. T. Everett, Cleveland; John C. Brady, J. L. Sternberg, Erie, Pa.

General Office, 202 State St., Erie, Pa.

References.—Description of road, Vol. IX, Nov. '93, p. 744 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Dec., 1901. b

Erie Rapid Transit Co.—Chartered June 21, 1898. Annual meeting second Monday in Jan. This road commenced operation Nov. 27, 1901.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $350,000; dated July 1, 1901, due 1931; denom. $1,000; int. payable Jan. and July, at office of Colonial Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 65 lb. T rail; 8 motor cars, Clark engines, West. and Crocker-Wheeler generators, West. motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. Thomas B. Hall, Camden, N. J.; V. Pres. W. E. Hayes, Erie, Pa.; Sec. & Treas. T. H. Paist, Philadelphia, Pa.; A. C. Harrington, Erie, Pa.

DIRECTORS.—Thos. B. Hall, Camden, N. J.; Chas. H. Locher, Lancaster, Pa.; John W. Woods, Gap, Pa.; John Hertzler, Lancaster, Pa.; Maurice E. White, Morristown, Pa.; Edw. A. Ryan, Wilmington, Del.; T. H. Paist, Phila.; W. A. Smethurst, Erie, Pa.; S. C. Myers, Phila.

GENERAL OFFICE, Erie, Pa.

PRES. & TREAS. OFFICE, Drexel Bldg., Philadelphia, Pa.

REFERENCE.—Description of road, Vol. XVIII, Dec. 21, '01, p. 878 (ill.).

Date of information, Mar., 1902. z

Erie Traction Co.—Chartered April 16, 1901.

CAPITAL STOCK, $500,000.

FUNDED DEBT, $500,000.

OPERATION.—3 mos. ending June 30, 1901.

Receipts from passengers	$13,475
" " other sources	100
Gross income	13,575
Operating expenses	9,639
Earnings from operation	3,936
Deductions from earnings.	
Interest on funded debt	6,250
Rentals	81
Other expenses	1,054
Net income (deficit)	3,449

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$1,074,649	Capital stock	$ 500,000
" equipment	114,450	Funded debt	500,000
Cash	503	Interest	50,000
Material and supplies	458	Loans	135,000
Open accounts	1,485	Accounts payable	9,994
Profit and loss (deficit).	3,449		
Total	$1,194,994	Total	$1,194,994

PLANT AND EQUIPMENT.—Miles of track (electric), 27.5; 8 cars.

OFFICERS.—Pres. W. C. Culbertson, Sec. D. Schlosser, Treas. F. F. Curtze, Gen. Mgr. Frank May.

DIRECTORS.—W. C. Culbertson, Girard, Pa.; D. Schlosser, Erie, Pa.; Frank May, Girard, Pa.; A. L. Curtze, Wm. Spencer, T. A. Lamb, T. T. Curtze, Erie, Pa. b

Date of information, Aug., 1901.

ESCANABA, MICH.

Population in 1880, 3,860, in 1890, 6,808, in 1900, 9,549.

Escanaba Electric Railway Co.—Charter and municipal franchise granted March 23, 1891, for 30 years. Reorganized in 1898.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—None.

BALANCE SHEET.—Dated Jan. 28, 1899.

Assets.		Liabilities.	
Cost of road	$25,000	Capital stock	$50,000
Cost of equipment	15,000	Bills and acc'nts payable.	675
Cash	12		
Material and supplies	150		
Other assets	9,850		
Profit and loss (deficit)	663		
Total	$50,675	Total	$50,675

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars and 1 trail car; Payne engines, West. dynamos and motors, Pullman and Laclede cars.

OFFICERS.—Pres. A. R. Moore, V. Pres. & Gen. Man. O. B. Fuller, Sec. T. C. Jennings, Treas. Edward Erickson.

DIRECTORS.—A. R. Moore, J. K. Stark, J. B. Moran, M. H. Grow, Edward Erickson.

GENERAL OFFICE, Escanaba, Mich.

Date of information, Feb., 1901. z

EUREKA SPRINGS, ARK.

Population in 1880, 3,984, in 1890, 3,706, in 1900, 3,572.

Citizens Electric Railway Co.—This company is the successor by purchase of the Eureka Springs Electric Light & Street Ry. Co., which was chartered May 1, 1891, for 99 years, and operates street railway, electric light and power, cold storage and ice plants, and also owns a pleasure park, auditorium and opera house.

CAPITAL STOCK, authorized and issued, $50,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $50,000, issued, $41,000; all dated Jan. 1, 1900, due 1906 to 1930; 2 bonds annually, 1906–1910, then 3, 4, 5 and 6 bonds annually for periods of 5 years each; denom. $500; int. payable at Hanover National Bank, of New York City, trustee of mortgage, Frank N. Claflin.

Second mortgage 6 p. c. gold coupon bonds, authorized, $25,000; dated Sept. 1, 1900, due 1925; denom. $250; int. payable Mar. and Sept. at Hanover National Bank, trustee Frank N. Claflin.

NOTE.—First mortgage bonds are subject to call at 105 after 1910. Second mortgage bonds were held in treasury Jan., 1902.

OPERATION.—Year ending Dec. 31, 1901.

Receipts from passengers	$11,649
" " lighting, ice plant, storage, auditorium, park and opera house	12,633
" total	24,282
Operating expenses	12,808
Earnings from operation	11,474
Deductions from earnings.	
Interest	4,028
Insurance and taxes	1,247
Net income	6,199

BALANCE SHEET of the Citizens Electric Co., Consolidated. Dated Dec. 31,

ASSETS.	1900.	1901.
Cost of railway plant	$ 52,754	$ 60,000
" power house	19,257	
Other permanent plants, etc	42,782	68,399
Bonds in treasury	34,000	25,000
Cash	11	
Materials and supplies	333	1,913
Bills and accounts receivable	3,513	5,871
Operating expenses		12,808
Interest and discount		4,028
Total	$152,650	$178,018
LIABILITIES.		
Capital stock	$ 50,000	$ 5 ,000
Funded debt	75,000	75,000
Advanced on bond account	9,000	
Bills and accounts payable	12,475	26,331
Earnings since Jan. 1, 1901		24,282
Profit and loss (surplus)	6,175	2,406
Total	$152,650	$178,018

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 35 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars; West. dynamos, Walker motors.

OFFICERS.—Pres. W. M. Duncan, V. Pres. A. R. Sayles, Sec., Treas. & Man. M. D. Jordan.

DIRECTORS.—Wm. M. Duncan, A. R. Sayles, C. F. Ellis.

GENERAL OFFICE, Eureka Springs, Ark.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information., Mar., 1902. z

EVANSVILLE, IND.

Population in 1880, 29,280, in 1890, 50,656, in 1900, 59,007.

Evansville Electric Railway Co.—This is a reorganization of the Evansville Street Ry. Co., which was sold under foreclosure of mortgage Apr. 16, 1901. In Mar., 1901, this company obtained a 50 year franchise from the city of Evansville.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized and issued, $1,200,000; dated May 1, 1901, due 1921; int. payable May and Nov., at office of Merchants' Trust Co., New York, trustee of mortgage.

NOTE.—$1,000,000 of these bonds were paid to the holders, bond for bond, and $200,000 will be used for extensions and improvements.

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 60 lb. T rail; 51 motor cars and 26 trail cars; West. engines, West. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Pres. Jas. V. Parker, V. Pres. & Gen. Man. H. D. Moran, Sec. Alex Gilchrist, Treas. C. J. Morris.

GENERAL OFFICE, 310 First St., Evansville, Ind.

Date of information, Feb., 1902. x

Evansville & Southern Electric Railway Co.—This company was organized in 1900 to construct an electric railway from Evansville to Boonville, 19 miles. Construction work was commenced in Feb., 1901, to be completed by Nov. 1, 1901.

OFFICERS.—Pres. R. L. Wowell, Sec. W. C. Henning, Dayton, O.

Date of information, Feb., 1901. x

EVERETT, WASH.

Population in 1900, 7,838.

Everett Railway & Electric Co.—Chartered Jan. 23, 1893, for 50 years. Annual meeting third Friday in May.

CAPITAL STOCK, authorized, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $500 000, in treasury, $500,000 (see Note); dated Apr. 4, 1901, due 1921; denom, $1 000; int. payable Apr. and Oct., at office of Manhattan Trust Co., New York, trustee of mortgage.

NOTE.—Treasury bonds may be issued for 85 per cent. of improvements and extensions.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.9; gauge, 4 ft. 8½ in.; 60 lb. T and 40 lb. girder rail; 8 motor cars; 475 H. P. engines, 2–750 H. P. engines, 1–500 H. P. boiler, 2–1,000 K. W. generators, Allis engines, West. dynamos and motors, Brill and St. Louis cars.

OFFICERS.—Pres. & Treas. J. T. McChesney, Sec. Edward C. Mony, Supt. R. P. Stevens.

DIRECTORS.—J. T. McChesney, F. H. Brownell, R. P. Stevens, L. S. Durnel, Edward C. Mony, Everett, Wash.

GENERAL MANAGER'S OFFICE, Everett, Wash. President's and Secretary's Office, No. 1 Broadway, New York.

REFERENCE.—Description of road, Vol. X, Feb., '94, p. 98 (ill.).

Date of information, Feb., 1902. z

EXETER, N. H.

Population in 1880, 3,569, in 1890, 4,284, in 1900, 4,922.

New Hampshire Traction Co.—This company was incorporated in 1901 to take over the Exeter, Hampton & Amesbury St. Ry. Co. and its leased lines, and the Haverhill & Plaistow and the Haverhill, Plaistow & Newton St. Ry. Cos., which are now under constructon.

CAPITAL STOCK, authorized, $1,000,000.

OFFICER.—Pres. Howard Abel.

GENERAL OFFICE, Exeter, N. H.

Date of information, Feb., 1902. x

Exeter, Hampton & Amesbury Street Railway Co.—This company is a consolidation of the Rockingham Electric Co., the Hampton & Amesbury St. Ry. Co. and the Exeter St. Ry. Co., all New Hampshire corporations. The road operated by this company, when it crosses the Massachusetts State line continues under the name of Amesbury & Hampton St. Ry. Co., a Massachusetts corporation, which is now leased to this company for 25 years from July 1, 1900. On July 1, 1901 this company leased the Dover, Somersworth & Rochester St. Ry. for 99 years, and in the same year control of the road was assumed by the New Hampshire Traction Co.

CAPITAL STOCK, authorized and issued, $275,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p.c. gold bonds issued, $225,000, dated June 1, 1899, due June 1, 1919; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$27,230	$29,651	$51,254	$61,305
" lighting, pavilion, etc.			23.774	41,167
" other sources	1,793	6,918		2,826
" total	29,023	36,569	75,028	105,298
Operating expenses	19,217	29,278	47,343	67,970
Earnings from operation	9,806	7,291	27,685	37,328
Deductions from earnings.				
Interest	4,875	4,290	10,705	13,248
Taxes				91
Net income	4,391	3,001	16,920	23,989
Dividends paid		4,500	10,125	12,250
Surplus account	4,931	3,432	6,795	11,739
P. c. op. ex. to total receipts	66.2	80.06	63.1	64.5

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$ 3,285	$ 7,416	$17,392	$30,903
Maintenance of way and bldgs.	1,955	1,707	1,851	2,265
Maintenance of equipment	538	786	987	1,689
Transportation expenses	13,439	19,369	27.11:	33,112
Total	$19,217	$29,278	$47,343	$67,970

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	554,849	600,150	1,001,982	1,191.468
Car miles run	159,000	175,863	356,791	383,629
Total receipts per car mile	$.182	$.202	$.210	$.274
Oper. expenses per car mile.	.121	.166	.133	.177

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$125,855	$170,041	$260,868	$290,292
Cost of equipment	39,929	28,330	40,560	50,936
Other permanent invest	45,728	43,634	41,066	68,618
Land and buildings			83,556	94,039
Cash	4,720	2,815	2,024	1,708
Bills and accounts receivable.	1,038	387		
Material and supplies	500	1,500	1,475	1,901
Bond sale and issue			15,225	16,875
Total	$217,770	$246,707	$444,773	$524,369

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$100,000	$100,000	$225,000	$275,000
Funded debt	90,000	90,000	203,000	225,000
Bills and accounts payable	22,464	53,275	9,144	5,000
Accrued interest	375		834	
Profit and loss (surplus)	4,931	3.432	6,795	19,369
Total	$217,770	$246,707	$444,773	$524,369

PLANT AND EQUIPMENT.—Miles of track (electric), 27.17; gauge, 4 ft. 8½ in.; 11 motor cars, of which 6 are closed and 5 open; 2 snowplows; Johnson Co. motors.

OFFICERS.—Pres. Warren Brown, Hampton Falls, N. H.; Sec. John Templeton, Exeter, N. H.; Treas. Edwin L. Pride, Somerville, Mass.; Asst. Treas. Henry E. Stone, Auditor, Chas. E. Stanwood, Gen. Man. and Supt. A. E. McReel, Exeter, N. H.

DIRECTORS.—W. D. Lovell, W. Brown, A. E. McReel, Eben Folsom, Wm. Burlingame, R. N. Elwell, Edwin L. Pride.

GENERAL OFFICE, Exeter, N. H.

REFERENCES.—Description of road, Vol. XVI. Mar. 3, '00, p. 232 (ill.); description of park (brief), XVII, Feb. 2, '01, p. 187.

Date of information, Nov., 1901. b

FAIRFIELD, ME.

Population in 1880, 3,044, in 1890, 3,519, in 1900, 3,928.

Benton & Fairfield Railway Co.—Chartered June 28, 1898. Annual meeting third Thursday in June. This road commenced operation Dec. 7, 1898, doing a general passenger and freight business.

CAPITAL STOCK, authorized and issued, $20,000; par value, $100 per share.

OPERATION.—Period from	Dec. 7, 1898, to June 30, 1899.	Year ending June 30, 1900.	June 30, 1901.
Receipts from passengers	$ 680	$2,387	$2,268
" " other sources	1,093	4,172	5,823
" total	1,773	6,559	8,092
Operating expenses	1,683	5,965	6,997
Earnings from operation	90	594	1,114
Deductions from earnings.			
Interest and discount on loans	456	750	1,055
Taxes			40
Net income	*366	*156	19

*Deficit from operation.

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$10,919	$20,838	$30,177
" " equipment	4,319	3,879	10,122
Other permanent investments	4,276	3,577	3,599
Materials and supplies		12,180	
Cash and current assets		1,580	124
Profit and loss (deficit)	9,381		1,524
Total	$28,895	$42,054	$45,545
LIABILITIES.			
Capital stock	$12,000	$12,000	$20,000
Loans and bills payable	16,667	30,054	25,545
Current liabilities	228		
Total	$28,859	$42,054	$45,545

PLANT AND EQUIPMENT.—Miles of track (electric), 3.82; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 3 are motor cars and 4 trail cars; West. dynamos and motors.

OFFICERS.—Pres. Chas. D. Brown, Sec. & Gen. Man. H. M. Mansfield, Treas. E. W. Heath, Supt. Arthur Reynolds, Benton, Me.

DIRECTORS.—C. D. Brown, Salem, Mass.; Elisha Morgan, Springfield, Mass.; H. M. Mansfield, Fairfield, Me.; Edward W. Heath, Waterville, Me.

GENERAL OFFICE, Fairfield, Me.

Date of information, Mar., 1902. z

FAIRHAVEN, WASH.

Population in 1900, 6,834.

Northern Railway & Improvement Co.—This company is a reorganization of the Fairhaven & New Whatcom Ry. Co., which was chartered Mar. 12, 1891, for 50 years. The company leases the property of the Bellingham Bay Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT, authorized, $200,000, issued, $80,000; Old Colony Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 16 motor cars; Ide engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. S. Z. Mitchell, Sec. & Treas. C. H. Huggins, Gen. Man. Norman Tucker, Ch. Engr. H. Titcomb.

GENERAL OFFICE, New Whatcom, Wash.

REFERENCE.—Description of road, Vol. IX, June, '93, p. 385 (ill.).

Date of information, Jan., 1902. z

FAIRMONT, W. VA.

Population in 1900, 5,655.

Fairmont Electric Light & Railway Co.—This company has completed the construction of an electric railway in Fairmont and is now constructing a line in Clarkesburg, and contemplates an interurban line to connect the two cities.

CAPITAL STOCK, $100,000.

OFFICERS.—Pres. B. K. McMeehan, V. Pres. S. L. Watson, Sec. & Treas. J. M. Bailey.

DIRECTORS.—B. K. McMeehan, S. L. Watson, J. M. Bailey, John A. Howard, C. E. Manley, L. C. Powell, Charles Powell.

GENERAL OFFICE, 1425 Chapline St., Wheeling, W. Va

Date of information, Feb., 1901. z

Fairmont & Clarksburg Electric Railroad Co.

PLANT AND EQUIPMENT.—Miles of track (electric) 10; 10 cars.

OFFICERS.—Pres. Henry Schmulbach, Wheeling, W. Va.; V. Pres. S. L. Watson, Fairmont, W. Va.; Sec. J. H. Lancaster, Wheeling, W. Va.; Treas. L. J. Bayha, Wheeling, W. Va.; Supt. T. Fitzgerald, Jr., Fairmont, W. Va.; Engr. Edward J. Olney, Fairmont, W. Va.

GENERAL OFFICE Wheeling, W. Va. Power Stations, Fairmont and Clarksburg.

Date of information, Mar., 1902. z

FALL RIVER, MASS.

Population in 1880, 48,961, in 1890, 74,398, in 1900, 104,863.

Globe Street Railway Co.—Chartered Apr. 16, 1880, in perpetuity. Municipal franchises granted in 1880. Annual meeting, third Tuesday in Nov. This company is a consolidation on Apr. 30, 1898, of the Globe Street Railway Co., and the Fall River Street Railway Co. On Apr. 24, 1900, the Dighton, Somerset & Swansea Street Ry. Co., and in Oct., 1900 the Taunton Street Ry. were consolidated into this company. In Jan., 1901, this company was consolidated into the Brockton Street Ry. Co., the capital stock of these companies being now controlled by the Massachusetts Electric Companies. On July 1, 1901, the Newport & Fall River St. Ry. and the Newport Illuminating Co., of R. I., were leased, and the whole system is operated by the Old Colony St. Ry. Co.

Capital Stock, authorized and issued, $1,440,000; par value, $100 per share.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Operation.—Year ending Sept. 30,	1897.	1898.	1899.	1900.	3½ mons. endg. Jan. 19, 1901.
Rects. from pass.	$294,444	$301,239	$320,117	$379,990	$152,380
" other sources.	17,592	17,489	17,044	21,348	6,159
" total	312,035	318,728	337,161	400,338	158,539
Operating expenses.	211,500	199,719	198,472	219,944	100,765
Erngs. from opern.	100,535	119,009	138,689	180,394	57,774
Deduc. from earns.					
Int. on bonds	71,250	71,250	71,250	73,958	33,403
" floating debt.	2,635	2,266	1,775	3,358	3,686
Taxes	5,327	5 898	12,879	15,077	3,673
Other deductions.			*20,000	26,212	
Net income	21,323	39,595	32,784	61,789	17,012
Dividends paid	13,000	none	none	54,250	27,450
Surplus account	8,323	*39,595	25,896	7,539	†10,438
Profit and loss acc't.				10,048	
Total surplus acct.	17,646	17,242	43,138	43,694	63,049
P. c. op. exp. to total receipts	67.8	62.7	58.8	54.9	63.6

* During the year 1898 the sum of $40,000, and during the year 1899 $20,000 was charged to surplus account for depreciation of plant.

†Deficit.

Dividends.—In 1890, 6 p. c.; in 1891, 3 p. c.; in 1894, 1 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 2 p. c.; in 1900, 4 p. c. on $700,000, 3 p. c. on $875,000; in 1901, 3 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.	1900.	3½ mons. endg. Jan. 19, 1901.
General expenses	$ 33,582	$ 26,220	$ 40,718	$ 18,089
Maintenance of way and bldgs.	23,085	23,134	14,144	7,576
" " equipment	24,810	22,946	23,518	9,956
Transportation expenses	118,242	126,672	141,564	65,145
Total	$199,719	$198,972	$219,944	$100,765

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	3½ mons. endg. Jan. 19, 1901.
Passengers carried	6,627,700	7,203,720	8,358,947	3,258,678
Car miles run	1,280,612	1,300,956	1,441,527	593,205
Total receipts per car mile	$.249	$.259	$.277	$.267
Oper. expens. per car mile.	.156	.152	.152	.169

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	3½ mons. endg. Jan. 19, 1901.
Cost of road	$1,622,483	$1,622,483	$1,883,898	$2,851,828
Cost of equipment	337,179	338,948	410,683	606,199
Other perm'nt investments	235,021	233,818	291,738	611,511
Cash and current assets	3,503	31,977	28,581	5,337
Bills and accts. receivable.	14,046			13,133
Materials and supplies	936			32,602
Sinking fund				15,000
Other assets		11,800	35,777	11,132
Total	$2,213,168	$2,239,026	$2,650,677	$4,146,742
LIABILITIES.				
Capital stock	$ 700,000	$ 700,000	$ 915,000	$1,440,000
Funded debt	1,425,000	1,425,000	1,550,000	2,250,000
Accrued interest	7,396			25,239
Current liabilities		25,342	97,768	
Bills and accts. payable				38,150
Notes payable				276,800
Accrued liabilities	61,152	25,546	18,299	
Other liabilities	2,378	20,000	25,916	6,337
Special fund				47,167
Profit and loss (surplus)	17,242	43,138	43,694	63,049
Total	$2,213,168	$2,239,026	$2,650,677	$4,146,742

Plant and Equipment.—Miles of track (electric), 77.11; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. tram and girder rail; 5 horses, 83 closed and 99 open motor cars and 13 trail cars, 17 snow plows; 1,620 H. P. station plant; McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos and motors, Shaw, Feigel, Jones, Newburyport and Stephenson cars, Bemis trucks.

Officers.—Pres. & Gen. Man. R. S. Goff, V. Pres. P. F. Sullivan, Sec. & Treas. Herbert H. Read, Supt. John H. Bowker, Ch. Engr. of Power Station, Walter Griffiths, Jr., Elecn. George W. Palmer, Jr.

Directors.—John N. Beckley, P. F. Sullivan, J. H. Goodspeed, W. Brightman, M. G. B. Swift, R. S. Goff, H. H. Read.

General Office, 794 N. Main St., Fall River, Mass.

References.—Description of road, Vol. IX, Apr., '93, p. 202 (ill.); annual report, Vol. X, Dec., '94, p. 814; long trolley ride, Vol. XVI, June 2, '00, p. 540 (table); description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Feb., 1902. z

Fall River Shore Line Street Railway Co.—This road is under construction.

Officers.—Pres. J. W. Coughlin, Sec. H. A. Dubuque, Treas. N. P. Berard.

General Office, 17 South Main St., Fall River, Mass.

Date of informaiion, Nov., 1901. d

FARMINGTON, MO.

Population in 1900, 1,778.

St. Francis County Electric Railroad Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; 7 cars.

OFFICERS.—Pres. Peter Giessing, Sec. J. P. Cayce, Treas. W. R. Lang, Ch. Engr. W. H. Hipolite.

Date of information, Jan., 1902. d

FINDLAY, O.

Population in 1880, 4,633, in 1890, 18,553, in 1900, 17,613.

Findlay Street Railway Co.—Charter and municipal franchise granted Sept., 1887, for 25 years. Annual meeting second Tuesday in Jan. This road now belongs to the Elgin, Aurora & Southern Traction Co.

CAPITAL STOCK, authorized and issued, $275,000, par value, $25 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $275,000, issued $125,000; in escrow (to retire prior lien, due 1911) $150,000; dated Dec. 1, 1899; due 1924; int. payable June and Dec. at office of Atlantic Trust Co. of New York, trustee of mortgage Central Trust & Safe Deposit Co. of Cincinnati.

First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000, outstanding, $116,000; dated May 1, 1895; due 1911; denom. $1,000, not subject to call; int. payable at office of Central Trust & Safe Deposit Co., of Cincinnati, O., trustee of mortgage.

DIVIDENDS, quarterly, ¾ p. c., beginning Apr., 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 20 motor cars; 700 H. P. station plant; Buckeye engines, West. dynamos and motors, Laclede cars, Bemis trucks.

OFFICERS.—See Elgin, Aurora & Southern Traction Co.

Date of information, Feb., 1902. x

Toledo, Fostoria & Findlay Electric Railway Co.—This company was organized in 1900 to construct an interurban electric railway, entirely on private right of way, from Findlay to Fostoria and Toledo.

CAPITAL STOCK, authorized, $1,500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), proposed, 50, in operation 17; gauge, 4 ft. 8½ in.; 70 lb. T rail, 8 motor cars, Russell engines, West. generators and motors, Jewett cars.

OFFICERS.—Pres. S. W. Croxton, Cleveland; V. Pres. E. C. Deardorrff, Toledo; Sec. & Treas. Theodore Wentz, Canal Dover.

GENERAL OFFICE AND POWER STATION, Fostoria, O.

Date of information, Mar., 1902. z

FISHKILL, N. Y.

Population in 1880, 2,503, in 1890, 3,617, in 1900, 3,673.

Citizens' Street Railway Co.—Chartered July 21, 1890, for 50 years. This company leases and operates the property of the Fishkill Electric Ry. Co. Annual meeting second Tuesday in July.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; coupon, but may be registered; dated 1892, due 1912; denom. $500; int. payable semi-annually in Apr. and Oct., at First National Bank, Fishkill-on-Hudson; trustees of mortgage, John Place, M. E. Curtiss and Thos. Judson.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	June 30, 1900.	June 30, 1901.
Gross receipts	$34,616	$33,934	$34,425	$36,096	$36,772
Operating expenses	21,025	22,107	22,870	23,394	23,265
Earnings from operation.	13,591	11,827	11,555	12,702	13,507
Deduction from earnings.					
Interest on bonds	7,500	7,500	4,500	4,500	4,500
Taxes, insurance, etc	3,128	2,329	806	819	1,104
Rentals			3,000	4,250	4,250
Net income	2,963	1,998	3,248	3,133	3,653
Dividends paid				1,875	1,875
To surplus account	2,963	*1,998		1,258	1,778
Total surplus account.			10,668	11,926	13,704
P. c. op. exp. to total rec.	60.7	65.1	66.4	64.8	63.2

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Passengers carried	695,442	725,046	738,551
Car miles run	193,023	174,667	179,562
Total receipts per car mile	$.178	$.206	$.204
Operating expenses per car mile	.118	.134	.129

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip.	$153,507	$154,407	$154,407	$155,058	$155,058
Bonds of other cos.					3,500
Cash assets	7.898	9,525	9,606	10,656	7,171
Open accounts	429	178		515	930
Total	$161,834	$164,110	$164,013	$166,229	$166,660
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt	75,000	75,000	75,000	75,000	75,000
Int. on funded debt	2,655	2,700	2,700	2,990	1,125
Open accounts	539	601	645	1,313	1,831
Profit and loss (surp.)	8,639	10,809	10,668	11,926	13,704
Total	$161,834	$164,110	$164,013	$166,229	$166,660

PLANT AND EQUIPMENT.—Miles of track (electric), owned, 3.25, leased, 4, total, 7.25; gauge, 4 ft. 8½ in.; 45 lb. and 54 lb. T and girder rail; 16 motor cars; Fishkill Landing engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. W. E. Havens, Ch. Engr. of Power Station W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, H. G. Wolcott, Bert L. Smith, W. F. Weston, John Place, C. H. Watson.

GENERAL OFFICE, Fishkill, N. Y.

POWER STATION, Matteawan, N. Y.

Date of information, Dec., 1901. b

Please note date of information at end of each report.

Fishkill Electric Railway Co.—Chartered Mar. 15, 1895, for 50 years. Municipal franchise granted Apr. 4, 1895, in perpetuity. Annual meeting second Tuesday in July. This property is leased to, and operated by the Citizens' Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $40,000; dated July 1, 1895, due 1915; denom. $500; int. payable at office of First National Bank of Fishkill; trustees of mortgage, M. E. Curtiss, W. J. Conklin, T. S. Judsen.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 58 lb. T rail; 2 motor cars; Gen. Elec. dynamos and motors

OFFICERS.—Pres. & Pur. Agt. John T. Smith, V. Pres. E. L. Tompkins, Sec. S. K. Phillips, Treas. W. H. Southard, Supt. Wm. E. Havens, Ch. Engr. W. E. Blakely.

DIRECTORS.—John T. Smith, S. K. Phillips, W. J. Conklin, E. L. Tompkins, John Place, W. F. Weston, C. H. Watson, W. H. Southard, A. Ray Smith.

GENERAL OFFICE, Fishkill, N. Y.

Date of information, Dec., 1901. b

FITCHBURG, MASS.

Population of Fitchburg in 1880, 12,429, in 1890, 22,007, in 1900, 31,531.

Fitchburg & Leominster Street Railway Co.—Chartered 1886, in perpetuity. Annual meeting in Oct. This is a consolidation of the Fitchburg Street Ry. Co. and the Leominster Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $350,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; denom. $500; int. payable Apr. and Oct., at First National Bank, of Boston; trustees of mortgage, H. I. Wallace, E. F. Belding, W. B. Tenney.

Consolidated mortgage 4½ p. c. coupon bonds, authorized, $350,000, issued, $150,000; held in escrow to retire prior bonds, $150,000; held for future extensions and improvement, $50,000; dated Feb, 1, 1901, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

FRANCHISES.—Municipal franchises granted 1886 to 1898 in perpetuity.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from pass.....	$133,470	$134,015	$139,949	$166,771	$179,000
" other sources...	300	300	341	11,873	14.454
" total.....	133,770	134,315	140,290	178,644	196,544
Operating expenses...	83,670	86,177	94,069	109,227	121,385
Earnings from op.....	50,100	48,138	46,221	69,417	75,159
Deductions from earn.					
Interest charges.....	10,515	10,440	15,208	17,438	15,202
Taxes.....	5,670	5,656	6,250	8,577	9 479
Other deductions....	8,356	6,983	4,205	22,678	19.986
Net income.....	25,559	25,059	20,558	20,724	30,491
Dividends paid.....	20,000	20,000	20,000	20,000	28,000
To depreciation account	5,000	2,000			
To surplus account....	559	3,059	558	724	2,491
Total surp. account....	15,289	17,662	18,290	*23,777	23,777
Per cent. op. expenses to total receipts.....	62.6	64.1	67.0	61.1	61.7

*1900, increased by premiums on sale of stock, $40,430, of which $23,000 was charged to depreciation, $7,500 to Accident Insurance fund and $5,000 to renewal fund.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses.....	$13,553	$15,165	$11,740	$16,616	$19,581
Maint. of way and bldgs...	7,879	8,066	7,095	8,985	7,474
" " equip.....	8,343	9,142	9,898	13,025	17,184
Transportation expenses...	53,895	53,804	65,336	70,601	77,146
Total.....	$90,278	$86,177	$94,069	$109,227	$121,385

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried..	2,082,032	2,178,863	2,825,880	3,371,974	3,633,762
Car miles run.....	661,773	671,274	778,089	800,785	876,270
Tot. rcpts. p. car mile	$.202	$.199	$.180	$.223	$.224
Oper. ex. p. car mile	.126	.128	.121	.136	.142

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$256,549	$327,000	$344,242	$365,749	$409,046
" equipment.....	83,715	93,938	104,818	113,227	137,490
Land and buildings....	75,470	111,872	112,675	108,443	114,533
Other permanent invest.	21,389	22,347	30,531	38,816	62,222
Cash assets.....	5,730	3,043	4,517	15,423	5,829
Material and supplies...	11,172	15,139	18,958	27,154	31,861
Total.....	$454,026	$573,339	$615,741	$666,812	$760,981

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock.....	$250,000	$250,000	$250,000	$350,000	$350,000
Funded debt.....	150,000	150,000	150,000	150,000	300 000
Notes payable.....	26,871	130,000	190,000	125,000	70,000
Other liabilities.....	11,866	25,677	7,450	18,035	17,204
Profit and loss (surplus)	15,289	17,662	18,291	23,777	23,777
Total.....	$454,026	$573,339	$615,741	$666,812	$760,981

PLANT AND EQUIPMENT.—Miles of track (electric), 28.7; gauge, 4 ft. 8½ in.; 45 lb. to 90 lb. T and girder rail; 23 closed and 30 open motor cars; 1,260 H. P. West. engines, 1,082 H. P. West. dynamos 100 West. motors, Dillon boilers, American, Brill, Jones, Newburyport, Stephenson, Wason and Lamokin cars, Bemis trucks.

OFFICERS.—Pres. Henry A. Willis, V. Pres. Herbert I. Wallace, Clerk Charles F. Baker, Treas. Robert N. Wallis, Supt. Wesley W. Sargent.

DIRECTORS.—Henry A. Willis, Herbert I. Wallace, Edgar F. Belding, Charles F. Baker, George E. Clifford, George N. Proctor, Wesley W. Sargent.

GENERAL OFFICE, Fitchburg, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 23; description of park (brief). Vol. XVII, May 4, '01, p. 556; pleasure park, Vol. XIX, Feb. 1. '02, p. 147 (ill.).

Date of information, Feb., 1902. z

Fitchburg & Suburban Street Railway Co.—Chartered Mar., 1898, to build an electric railway from Fitchburg to Leominster, a distance of 5 miles. This road began operation July 16, 1898. In Oct., 1900 this company was consolidated with the Worcester & Clinton Street Ry. Co. and the Clinton & Hudson Street Ry. Co. into the Leominster & Clinton Street Ry. Co., which is controlled by the Worcester Railways & Investment Co.

CAPITAL STOCK, authorized and issued, $188,000.

OPERATION.—	Period from July 16 to Sept. 30, 1898.	—Year ending— Sept. 30, 1899.	Sept. 30, 1900.
Receipts from passengers.....	$5,638	$22,421	$25,397
" " other sources.....	152	175	4
" total.....	5,790	22,596	25,401
Operating expenses.....	3,760	16,210	25,277
Earnings from operation.....	2,030	6,386	124
Deductions from earnings.....	343	5,145	3,770
Net income.....	1,687	1,241	*3,646
Total surplus account.....	1,687	2,928	*3,870

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.
Revenue passengers carried.....	448,425	552,251
Car miles run.....	138,352	171,962
Total receipts per car mile.....	$.163	$.1477
Operating expenses per car mile.....	.117	.1469

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road.....	$64,580	$76,397	$108,895
Cost of equipment.....	18,089	21,129	33,394
Other permanent invest.....	8,326	12,976	64,342
Cash and current assets.....	420	1006	1,380
Material and supplies.....	600	4,137	3,494
Other assets.....	749	624	
Profit and loss (deficit).....			3,870
Total.....	$92,764	$116,269	$215,375
LIABILITIES.			
Capital stock.....	$50,000	$50,000	$188,000
Bills and accounts payable.....	40,776	63,341	27,287
Other liabilities.....	301		88
Profit and loss (surplus).....	1,687	2,928	
Total.....	$92,764	$116,269	$215,375

PLANT AND EQUIPMENT.—Miles of track, electric, 6.83; gauge 4 ft. 8½ in., 58 lb. T and 75 lb. girder rail; 17 motor cars, and 1 construction car, 1 snow plow; 200 K. W. power of station plant; West. dynamos and motors; Wason cars, Bemis trucks.

OFFICERS.—Pres. H. L. Pierce, V. Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Supt. Geo. H. Burgess.

DIRECTORS.—H. L. Pierce, James A. Parker, I. McD. Garfield, B. W. Warren, Andrew J. Peters, Francis R. Hart, Fred'k W. Kendrick, Samuel E. Winslow.

GENERAL OFFICE, Leominster, Mass.

Date of information, Mar., 1902. x

FLORENCE, COL.

Population in 1900, 3,728.

Florence Electric Street Railway Co.—This company was organized in 1900 to construct an electric railway, 21 miles in length, and construction work has been commenced.

CAPITAL STOCK, $500,000; par value, $100 per share.

Please note date of information at end of each report.

OFFICERS.—Pres. & Gen. Man. Thos. Robinson, Florence, Colo.; V. Pres. & Treas. H. A. Cook, Sec. Henry Robinson, Ch. Engr. R. L. Kelly.

GENERAL OFFICE AND POWER STATION, Florence, Col.

Date of information, Mar., 1902. z

FOND DU LAC, WIS.

Population in 1880, 13,094, in 1890, 12,024, in 1900, 15,110.

Fond du Lac Street Railway & Light Co.—Incorporated in Apr., 1899, to control the street railways of Fond du Lac. In Jan., 1900, an extension to North Fond du Lac was placed in operation.

CAPITAL STOCK, $150,000.

FUNDED DEBT.– First mortgage 5 p. c. gold coupon bonds, authorized and issued $250,000; dated July 1, 1899, due 1924; denom. $500; int. payable Jan. and July at office of Wisconsin Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.6; gauge, 4 ft. 8½ in.; 60 lb. T and 80 lb. girder rail; 13 motor cars; West. generators, Allis engines, American cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. T. F. Grover, Sec. & Treas. W. E. Cole.

GENERAL OFFICE, Fond du Lac, Wis.

REFERENCE.—Description, Vol. XVI, Dec. 1, '00, p. 1149 (ill.).

Date of information, Feb., 1902. z

FORT MADISON, IA.

Population in 1880, 4,679, in 1890, 7,906, in 1900, 9,278.

Fort Madison Street Railway Co.—Chartered Jan. 17, 1888, in perpetuity. Annual meeting June 14.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT, authorized, $25,000, issued, $17,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 7 are motor cars and 4 trail cars; West. dynamos and motors, Wells & French cars.

OFFICERS.—Pres. & Gen. Man. D. A. Morrison, Sec. J. A. S. Pollard, Treas. J. C. Brewster, Elecn. E. R. Mitchell.

GENERAL OFFICE, Santa Fe Ave., Fort Madison, Ia.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Jan., 1902. z

FORT MEADE, FLA.

Population in 1880, 105, in 1890, 267, in 1900, 261.

Fort Meade Street Railway Co.—Chartered Jan., 1886, for 99 years. Annual meeting third Tuesday in Jan.

CAPITAL STOCK, authorized, $10,000, issued, $6,000; par value, $50 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1891, 1892, 1893 and 1894, 8 p. c.; 1895 to 1899, 7 p. c. annually; 1900, 10 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft.; 25 lb. and 30 lb. T rail; 2 horses, 2 horse cars.

OFFICERS.—Pres. Max Reif, V. Pres. H. L. Rockner, Sec. W. H. Francis, Treas. E. O. Flood, Gen. Man. and Pur. Agt. J. G. Carter.

DIRECTORS.—L. B. Flood, Max Reif, H. L. Rockner, J. G. Carter, W. H. Francis.

Date of information, Jan., 1902. z

FORT SCOTT, KAN.

Population in 1880, 5,372, in 1890, 11,946, in 1900, 10,322.

Fort Scott Consolidated Supply Co.—This company is a successor to the Citizens Ry. Co. Municipal franchise granted in 1893 for 20 years. Annual meeting Dec. 1.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT, first mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Jan. 1, 1901, due 1931, denom. $500; int. payable Jan. and July, at office of Morton Trust Co., New York, trustee of mortgage.

NOTE.—These bonds may be called for payment without notice at par and accrued interest after ten years.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft.; 45 lb T rail; 20 cars, of which 7 are motor cars and 13 trail cars; Allis and Milwaukee engines, Gen. Elec. dynamos and motors, Laclede cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. Grant Hornaday, V. Pres. C. F. Martin, Sec. F. A. Hornaday, Treas. F. D. Martin, Supt. E. T. Selig, Ch. Engr. A. B. McMorris, Elecn. J. F. Tegarden.

DIRECTORS.—Grant Hornaday, F. A. Hornaday, Edward C. Gates, C. F. Martin, C. R. Messenger, C. H. Gardiner, all of Fort Scott.

REFERENCE.—Description of park, Vol. XVII, May 4, '01, p. 556.

GENERAL OFFICE, 11 E. Wall St.

Date of information, Jan., 1900. z

FORT SMITH, ARK.

Population in 1880, 3,099, in 1890, 11,311, in 1900, 11,587.

Fort Smith Traction, Light & Power Co.—Charter and municipal franchise granted in 1898 for 50 years. This company has acquired by purchase the franchises and equipment of the Fort Smith St. Railway Co., and operates a complete lighting plant, holding contract to light the city for ten years.

CAPITAL STOCK, authorized, $200,000, issued, $195,500.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $200,000, issued, $168,500; dated Jan. 1, 1899, due Jan. 1, 1929; int. payable Jan. and July, at the office of the Mississippi Valley Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; guage, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; 400 H. P. boilers, 2-150 H. P. Porter-Allen engines, 2-100 K. W. West. generators.

OFFICERS.—Pres. Sam'l McLoud, V. Pres. C. H. Smith, Sec. & Gen. Man. A. N. Sicard, Treas. J. E. Foster, Ch. Engr. & Elecn. L. R. Robertson.

DIRECTORS.—Sam'l McLoud, R. C. Kerens, C. H. Smith, J. E. Foster, A. N. Sicard.

GENERAL OFFICE, cor. Third and A Sts.

Date of information, Jan., 1902. z

Fort Smith & Van Buren Light & Transit Co.—This company began operation in 1895.

CAPITAL STOCK, authorized, $200,000, issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued $300,000, int. payable May and Nov.

PLANT AND EQUIPMENT.—Miles of track, (electric) 1.5; gauge, 4 ft. 8½ in; 60 lb. T rail; 2 motor cars; 150 K. W. West generator; 350 H. P. Buckeye engine; Walker motors, St. Louis cars and trucks.

OFFICERS.—Pres. E. R. Thomas, V. Pres. G. T. Sparks, Sec. and Gen. Man. R. G. Hunt, Elecn. J. F. Johnson.

GENERAL OFFICE, 508 Garrison Ave., Fort Smith, Ark.

Date of information, Mar., 1902. z

FORT WAYNE, IND.

Population in 1880, 26,880, in 1890, 35,393, in 1900, 45,115.

Fort Wayne Traction Co.—This company was organized in Oct., 1899, as the successor to the Fort Wayne Consolidated Ry. Co., which was sold at foreclosure sale.

CAPITAL STOCK.—Common, $1,000,000; preferred, $1,000,000; 5 p. c. non cumulative; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized, $1,500,000, issued, $1,250,000; dated Oct. 1, 1899, due 1939; int. payable Apr. and Oct..; trustee of mortgage, the Guardian Trust Co., of Cleveland, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 95 motor cars; 1,400 H. P. station plant; Gen. Elec. dynamos and motors; Stephenson, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. H. P. Eells, Sec. & Treas. H. P. McIntosh, Gen. Man. A. L. Scott.

DIRECTORS.—Jno. H. Bass, G. A. Garretson, H. P. McIntosh, Jas. Parmelee, J. H. Wade, H. P. Eells, E. H. Bourne.

GENERAL OFFICE, 18 Holman St., Fort Wayne, Ind.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Jan., 1902. z

Fort Wayne, Dayton & Cincinnati Traction Co.—This road is now under construction, and will connect Cincinnati and Dayton, Ohio, wi h Fort Wayne, Ind.

CAPITAL STOCK, $5,000,000.

OFFICERS.—Pres. Dr. S. George, 1st V. Pres. D. W. Le Fetra, New York City; 2d V. Pres. Chas. L. Hyde, Pierre, S. D.; Sec. & Treas. Chas. W. Gebhart, Audr. Clifford E. Swayne, Dayton, Ohio.

Date of information, Feb., 1902. x

Fort Wayne & Southwestern Traction Co.—This road is in operation from Ft. Wayne to Huntington, and under construction from Huntington to Wabash, Ind.

OFFICERS.—Pres. Wm. B. McKinley, Champaign, Ill.; V. Pres. Man. & Pur. Agt. Samuel L. Nelson, Ft. Wayne, Ind.; Sec. & Treas. G. E. Macomber, Augusta, Me.; Audr. B. R. Stephens.

GENERAL OFFICE, Fort Wayne, Ind.

POWER STATION, Huntington, Ind.

Date of information, Mar., 1902. z

FORT WORTH, TEX.

Population in 1880, 6,663, in 1890, 23,076, in 1900, 26,688.

Northern Texas Traction Co.—This company is the successor to the Fort Worth Street Ry. Co., which was chartered in 1876, for 99 years. Municipal franchise granted in 1876 for 99 years. In 1901 this company purchased the City Ry. Co., of Fort Worth, and obtained legislative permission to extend its road to and into Dallas. In 1902 the company purchased the Dallas & Oak Cliff Electric Ry., of Dallas, Tex. All tracks in Fort Worth will be relaid, and it is expected that the entire property will be in operation by the spring of 1903. The road will be operated from one power plant, located at Handley, Tex., new equipment being provided for the entire line.

CAPITAL STOCK, authorized, $2,500,000, issued, $2,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, none yet issued, but $2,000,000 will be issued during 1902. These bonds will be a first mortgage on all the property of the company, all bonds of the constituent companies being retired and cancelled; $500,000 will be held in the treasury for future requirements.

PLANT AND EQUIPMENT.—Miles of track (electric), 60; gauge, 4 ft. 8½ ins.; Cooper-Corliss engines, Stirling boilers, West. generators and motors, Kuhlman cars.

OFFICERS.—Pres. George T. Bishop, V. Pres. John Sherwin, 2d V. Pres. & Gen. Man. F. M. Haines, Sec. & Treas. George F. McKay, Asst. Sec. & Treas. C. A. Taylor.

DIRECTORS.—George T. Bishop, John Sherwin, George F. McKay, Cleveland, O.; F. M. Haines, C. A. Taylor, W. B. Harrison, Fort Worth; E. B. Perkins, Dallas, Tex.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road, Vol. X, June, '94, p. 369 (ill.); Vol. X, Souv., '94, p. 46.

Date of information, Mar., 1902. z

City Railway Co.—This property is owned and operated by the Northern Texas Traction Co.

GENERAL OFFICE, 409 Main St., Fort Worth, Tex.

REFERENCES.—Description of road (brief), Vol. X, June, '94, p. 371; (very brief) Vol. X, Souv., '94, p. 47.

Date of information, Mar., 1902. z

Glenwood & Polytechnic College Street Railway Co.—This road has been purchased by Frank H. Ginn, of Cleveland, Ohio, who is said to be acting for the Northern Texas Traction Co. The price paid was $55,000. It is a consolidation of the Glenwood & Polytechnic R. R. Co. and the Mistletoe Heights St, Ry. Co. This company, which had leased the lines of the Fort Worth & Arlington Heights St. Ry. Co., purchased the property in July, 1900.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 6 in.; 30 lb. T rail; 8 motor cars; Ideal engines, Gen. Elec. dynamos andmotors.

OFFICERS.—Pres. & Gen. Man. J. T. Voss, Sec. & Treas. W. Brooks, Ch. Engr. & Ch. Engr. of Power Station W. G. Clark, Elecn. W. E. Voss.

GENERAL OFFICE, Fort Worth, Tex.

REFERENCE.—Description of road (brief), Vol. X, June '94, p. 371.

Date of information, Mar., 1902. x

Fort Worth & Arlington Heights Street Railway Co.—This company is a consolidation of the Fort Worth & Arlington Heights Ry. Co., the Fort Worth Land & Investment Co., the Arlington Heights Electric Light Co., and the Arlington Heights Water Co. In July, 1900, this company's property was purchased by the Glenwood & Polytechnic College Street Ry. Co., which had previously operated the 6 miles of track under a five year lease.

Date of information, Jan., 1901. x

FRAMINGHAM, MASS.

Population in 1880, 6,235, in 1890, 9,239, in 1900, 11,302.

Framingham Union Street Railway Co.—Chartered in 1877.

CAPITAL STOCK, authorized, $60,000, issued, 30,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $50,000; dated 1889, due 1909; int. payable Jan. and July, at office of International Trust Co., of Boston.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$19,311	$29,954	$31,449	$35,347	$35,922
" other sources	625	470	699	446	674
" total	19,936	30,424	32,148	35,793	36,596
Operating expenses	13,832	18,458	18,309	21,009	22,086
Earn. from operation	6,104	11,966	13,839	14,784	14,510
Deductions from earnings:					
Interest	2,647	3,855	6,636	5,758	5,515
Taxes	290	327	842	1,283	1,283
Other deductions				156	35
Net income	3,167	7,783	6,361	7,587	7,677
Dividends					1,500
Surplus					6,177
Total surplus account	2,335	4,104	10,013	16,974	23,182

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 2,539	$ 3,947	$ 3,273	$ 5,883	$ 5,801
Transportation expenses.	8,979	12,578	12,506	14,022	14,595
Maint. of way and bldgs.	1,100	700	863	372	1,080
" " equipment	1,214	1,234	1,667	732	609
Total	$13,832	$18,458	$18,309	$21,009	$22,086

STATISTICS OF TRAFFIC.

Year ending Sept. 30	1897.	1898.	1899.	1900.	1901.
Passengers carried	423,676	636,673	680,140	660,021	750,069
Car miles run	87,106	111,966	135,332	146,563	152,893
Total recpts. per car mile	$.229	$.272	$.237	$.244	
Oper. expen. per car mile	.159	.165	3.27	.143	

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$108,675	$110,238	$111,240	$113,797	$113,935
" equipment	18,428	21,196	23,953	25,549	33,459
Cash and cur'nt as'ts	2,392	3,674	2,850	3,224	4,424
Land and buildings.	10,890	11,768	11,768	8,768	8,831
Other assets	450	541	742	742	655
Total	$140,835	$147,417	$150,553	$152,080	$161,304
LIABILITIES.					
Capital stock	$ 60,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000
Funded debt	50,000	50,000	50,000	50,000	47,000
Other liabilities	28,500	63,314	60,540	55,106	61,122
Profit and loss (sur.)	2,335	4,104	10,013	16,974	23,182
Total	$140,835	$147,417	$150,553	$152,080	$161,304

PLANT AND EQUIPMENT.—Miles of track (electric), 6.84; gauge, 4 ft. 8½ in.; 30 lb. and 35 lb. T and side bearing rail; 15 motor cars and 2 horse cars, 2 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. James F. Shaw, Sec. & Treas. G. A. Butman, Supt. A. C. Ralph.

DIRECTORS.—W. M. Butler, F. E. Gregory, G. A. Butman, Edward P. Shaw, Jas. F. Shaw.

GENERAL OFFICE, Marlboro, Mass.

REFERENCE.—Operating detail, Vol. XIV. Sept., '98, p. 484; operating detail, Vol. XIV, Sept., 98, p. 489.

Date of information, Dec., 1901. b

FRANKFORT, KY.

Population in 1880, 6,958, in 1890, 7,892, in 1900, 9,487.

Frankfort & Suburban Railway Co.—This company is the successor, by purchase, to the Capital Railway Co., which was sold in June, 1897.

CAPITAL STOCK, $10,000.

FUNDED DEBT, authorized, $40,000, issued, $30,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25; 45 lb. and 56 lb. T rail; 5 cars, of which 4 are passenger motor cars and 1 freight motor car; Hamilton Corliss engines, Jenney dynamos, West. motors.

OFFICERS.—Pres. Chas. R. Crain, V. Pres. Sec. Treas. & Gen. Man. John T. Buckley.

DIRECTORS.—C. R. Crain, W. S. Rabbits, C. C. Kirkpatrick, Springfield, O.; John T. Buckley, Frankfort, Ky.

GENERAL OFFICE, Frankfort, Ky.

REFERENCE.—Description of road, Vol. X, June, '94, p. 376 (ill.).

Date of information, Jan., 1902. z

FRANKFORT, N. Y.

Population in 1880, 1,085, in 1890, 2,291, in 1899, 2,664.

Frankfort & Utica Street Railway Co.—Chartered Feb. 6, 1895. Annual meeting second Tuesday in Mar. This road is owned and operated by the Utica & Mohawk Valley Ry. Co., of Utica, which see.

GENERAL OFFICE, Frankfort, N. Y.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

FRANKLIN, PA.

Population in 1890, 6,221, in 1900, 7,317.

Franklin Electric Street Railway Co.—Chartered Aug. 4, 1893. Annual meeting third Thursday in Jan. On Feb. 9, 1895, this company leased the property of the Franklin & Oil City Electric Street Ry. Co., which it also operates.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT, authorized and issued, $50,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$13,762	$13,651	$14,436	$16,915	$23,777
Operating expenses	12,336	12,132	11,963	14,094	17,839
Earnings from operation	1,426	1,519	3,473	2,821	5,938

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 84,752	$84,752	$87,393	$102,272	$87,927
" equipment	1,000	3,861	1,904	3,818	18,852
Real estate	2,298	2,561	2,579		
Paid to directors, as per report, June 30, 1895	20,800	20,800	20,800		
Cash				4,669	2,097
Material and supplies				218	320
Other assets					4,850
Profit and loss (deficit)				81	
Total	$108,850	$111,974	$112,676	$111,058	$114,046
LIABILITIES.					
Capital Stock	$ 60,000	$60,000	$60,000	$60,000	$60,000
Funded debt	2,000	2,000	2,000	50,000	50,000
Unfunded debt	43,053	44,660	49,495	1,058	1,418
Surplus	3,796	5,313	1,181		
Profit and loss (surplus)					2,628
Total	$108,850	$111,974	$112,676	$111,058	$114,046

PLANT AND EQUIPMENT.—Miles of track (electric), 3.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, American and St. Louis cars; rent power.

OFFICERS.—Pres. D. J. Geary, V. Pres. Wm. Hasson, Treas. James Hasson, Sec. F. W. Bowen, Gen. Supt. & Pur. Agt. J. R. Fobes, Elecn. Geo. R. Steirley, Mast. Mech. R. D. Bilington.

DIRECTORS.—D. J. Geary, Wm. Hasson, H. I. Beers, Eugene Liebel, Amos Steffee, P. C. Boyle, D. T. Borland.

GENERAL OFFICE, Franklin, Pa.

Date of information, Aug., 1901. b

FREDERICK, MD.

Population in 1880, 8,659, in 1890, 8,193, in 1900, 9,296.

Frederick & Middletown Railway Co.—This company operates under lease the road of the Myersville & Catoctin Ry. Co.

CAPITAL STOCK, authorized, $100,000; issued, $44,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $70,000; dated Jan. 1, 1897, due 1917; denom. $1,000; coupon, but may be registered; int. payable Jan. and July at office of Maryland Trust Co., of Baltimore, Md., trustee of mortgage.

FLOATING DEBT, $6,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 60 lb. rail; 37 cars, of which 5 are motor cars, 2 trail cars and 30 freight cars; Gen. Elec. dynamos, 450 K. W. Walker motors, 700 H. P. Station plant, New Castle, Brill and Stephenson cars.

OFFICERS.—Pres. Geo. W. Smith, V. Pres. D. E. Kefauver, Sec. D. M. A. Sherretts, Treas. T. H. Haller.

GENERAL OFFICE.—Frederick City, Md.

Date of information, Dec., 1901. d

Myersville & Catoctin Railway Co.—This company has leased its road to the Frederick & Middletown Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, electric, 5.5; gauge 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. Cyrus Flook, V. Pres. John C. Leatherman, Sec. Chas. Johnson, Treas. W. M. Bittle.

Date of information, Feb., 1901. z

Washington, Frederick & Gettysburg Electric Railway Co.—This company was chartered Apr. 9, 1898, and municipal franchise was granted 1899 to construct an electric railway from Frederick City to Gettysburg, Pa., and from Frederick City to Washington, D. C., about 55 miles.

CAPITAL STOCK, authorized, $1,000,000; par value, $50 per share.

OFFICERS.—Pres. L. V. Baughman, V. Pres. D. C. Winebrenner, Sec. Charles C. Waters, Treas. Franklin B. Smith.

DIRECTORS.—L. V. Baughman, D. C. Winebrenner, C. C. Waters, F. B. Smith, Chas. Wertheimer, Alex Ramsberg, C. E. Cassell, Jno. Stoner, Chas. Shipley, E. R. Zimmerman, I. S. Annan, D. C. Walker, C. R. Nutt, Jno. Baumgartner, Wm. H. Hicks, L. C. Brien, T. E. R. Miller.

GENERAL OFFICE, Frederick City, Md.

Date of information, Feb., 1901. z

FREDONIA, N. Y.

Population in 1880, 2,692, in 1890, 3,399, in 1900, 4,127.

Dunkirk & Fredonia Railroad Co.—Chartered Apr. 21, 1864. Charter extended for 950 years in 1890; amended in 1891. Annual meeting third Monday in July.

CAPITAL STOCK, authorized, $150,000, issued, $123,100; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $40,000; dated July 1, 1891, due 1911; denom. $100, $500 and $1,000; int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

Second mortgage 5 p. c. coupon bonds, authorized and issued (see note) $21,000, dated July 1, 1898, due 1911, int. payable Jan. and July, at Fredonia National Bank; trustee of mortgage, F. R. Green.

NOTE.—Second mortgage bonds were issued to cancel outstanding loans $21,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers	$18,889	$19,410	$20,419	$20,807	$26,758
" other sources	7,235	6,658	9,375	8,161	8,665
" total	26,123	26,068	29,794	28,968	35,423
Operating expenses	12,386	12,308	12,790	15,116	17,588
Earnings from operation	13,737	13,760	17,004	13,852	17,835
Taxes and fixed charges	4,508	4,218	5,686	4,580	6,509
Net income	9,230	9,542	11,318	9,272	11,326
Dividends paid	6,000	6,486	6,972	4,648	4,694
Other deductions		†15,000			
To surplus account	3,230	‡11,944	4,346	4,624	6,632
Total sur. account	14,227	2,283	6,629	11,253	17,885
P. c. of exp. to total receipts	47.4	47.2	42.9	52.1	49.6

†15 p. c. stock dividend.
‡Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$1,062	$1,207	$1,023	$1,302	$1,086
Transportation expenses	9,561	8,535	8,433	9,609	13,032
Maint. of way and bldgs	1,001	826	2,056	1,977	1,188
" " equip	762	1,740	1,278	2,228	2,282
Total	$12,386	$12,308	$12,790	$15,116	$17,588

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	213,843	242,062	227,568	226,298	346,395
Car miles run	60,060	61,687	58,800	58,765	89,425
Total receipts per car mile	$.435	$.422	$.507	$.493	$.396
Oper. expenses per car mile	.206	.200	.217	.257	.196

DIVIDENDS.—In 1895, 1896, 1897, 1898 and 1899, 6 p.c.; in 1900 and 1901, 4 p. c.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$118,908	$119,359	$120,304	$131,767	$236,784
" equipment	56,249	58,240	58,785	86,103	
Material and supp.		300	500	784	883
Open accounts	1,153	1,021	810	876	787
Other assets	9,944	9,594	9,650	9,594	9,594
Total	$186,254	$188,514	$190,049	$229,124	$248,047
LIABILITIES.					
Capital stock	$100,000	$116,200	$116,200	$117,362	$123,100
Funded debt	40,000	40,000	61,000	61,000	61,000
Int. on funded debt, due and accrued	11	11	11	366	
Loans	21,294	21,294		34,500	44,500
Accts. payable, paving debt	9,830	8,025			
Overdraft at bank	892	701			
Other liabilities			6,220	4,643	1,562
Profit and loss (sur)	14,227	2,283	6,629	11,253	17,885
Total	$186,254	$188,514	$190,094	$229,124	$248,047

PLANT AND EQUIPMENT.—Miles of track (electric), 3.7; gauge, 4 ft. 8½ in.; 42 lb. and 60 lb. T and girder rail; 7 motor and 15 trail cars; 402 H. P. station plant; Phœnix and Noye engines, Gen. Elec. and West. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—Pres. Francis May (Dunkirk, N. Y.), Sec. Treas. Pur. Agt. & Man. Milton M. Fenner (Fredonia, N. Y.), Ch Engr. Wm. S. Schwertfayer, Elecn. A. Kusneske.

Please note date of information at end of each report.

DIRECTORS.—Geo. Barker, Milton M. Fenner, Frank P. Fenner, Louis McKinstry, Fredonia, N. Y.; Francis May, Dunkirk, N. Y.

GENERAL OFFICE, Fredonia, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Jan., 1902. z

FREEMANSBURG, PA.

Population in 1900, 596.

Freemansburg Street Railway Co.—Chartered June 7, 1899. This road is operated by the Lehigh Valley Traction Co.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$180,000	Capital stock	$150,000
		Funded debt	30,000
Total	$180,000	Total	$180,000

OFFICERS.—Pres. W. Hinckle Smith, Sec. E. B. Maltby, Treas. A. D. Chidsey.

DIRECTORS.—S. H. Hackett, Easton, Pa.; J. S. Rodenbough, Easton, Pa.; Samuel Harris, Allentown, Pa.; George W. Norris, Philadelphia, Pa.

Date of information, Aug., 1901. b

FREEPORT, ILL.

Population in 1880, 8,516, in 1890, 10,189, in 1900, 13,258.

Freeport General Electric Co.—Chartered Oct., 1895, as a reorganization of the Freeport Electric Co., which was sold under foreclosure of mortgage. In Mar., 1899, W. O. Johnson, Chicago, Ill., was appointed receiver of this company, and in Apr., 1901, the property was purchased by A. P. & A. J. Goddard, who operate the road.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—Bonds have all been cancelled.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; 500 H. P. engines, 3 water wheels; Ball and Ball & Wood engines, Campbell & Zell, Babcock & Wilcox and Pennsylvania boilers, West. motors, Brill and Wells & French cars, Brill and Chicago trucks.

GENERAL OFFICE.—Freeport, Ill.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Mar., 1902. z

FREEPORT, N. Y.

Population in 1900, 2,612.

Mineola, Hempstead & Freeport Traction Co.—Chartered Feb. 27, 1899. This road is now under construction.

CAPITAL STOCK, authorized, $125,000, issued, $17,300.

OFFICERS.—Pres. John E. Ensign, Sec. Jas. A. MacElhinny, Treas. J. R. Nutt.

DIRECTORS.—John E. Ensign, Hempstead, L. I.; Will Christy, J. R. Nutt, Akron, O.; L. E. Barton, U. C. Hatch, East Cleveland, O.; Chas. J. Hills, Montclair, N. J.; John R. Alenbert, Belmore, L. I.; Benj. F. Hamilton, 227 W. 135th St., N. Y. City; Jas. A. MacElhinny, 233 W. 139th St., N. Y. City.

GENERAL OFFICE, Freeport, N. Y.

Date of information, Sept., 1901. b

FREMONT, NEB.

Population in 1880, 3,013, in 1890, 6,747, in 1900, 7,241.

City Street Railway Co.

CAPITAL STOCK, $45,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 24 horses, 7 horse cars.

OFFICERS.—Pres. F. Fowler, V. Pres. F. Meyer, Sec. Treas. & Gen. Man. E. N. Morse.

DIRECTORS.—F. Fowler, F. Meyer and E. N. Morse.

GENERAL OFFICE, Fremont, Neb.

Date of information, Mar., 1901. z

FREMONT, O.

Population in 1880, about 5,000 (local estimates), in 1890, 7,190, in 1900, 8,439.

Creager Electric Light and Power Co.—This company has been organized as the successor to the Fremont Street Ry. Co., which was sold at receiver's sale on Nov. 18, 1895, to Dr. F. Creager. The plant is operated by water power with steam only an accessory. Electric lighting is the principal business.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 2 motor cars; 3-250 K. W. generators, Card motors, West. water wheels.

OFFICERS.—Pres. & Gen. Man. Dr. Frank Creager, Ch. Engr., G. Moore, Sr., Elecn. Harry Fisher.

Date of information, Jan., 1901. z

Toledo, Fremont & Norwalk Interurban Railroad Co.—This company was organized in 1899 to construct an electric railway from Norwalk to Toledo, about 65 miles. This road is owned by the Lake Shore Electric Ry. Co., Cleveland, O.

POWER STATION, Fremont, O.

Date of information, Feb., 1902. z

The Tiffin & Port Clinton Railway Co.—This road is under construction.

OFFICERS.—Pres. R. G. Kerlin (Toledo, O.), Sec. E. M. Kerlin (Toledo, O.), Ch. Engr. George Champe (Toledo, O.), Ch. Elecn. F. B. Perkins (Toledo, O.), Mast. Mech. H. P. Reiter (Fremont, O.).

Date of information, Mar., 1902. z

FRESNO, CAL.

Population in 1880, 1,112, in 1890, 10,818, in 1900, 12,470.

Fresno Railroad Co.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4.5; gauge, 4 ft. 8½ in.; 20 lb. rail; 7 horses, 7 horse cars.

OFFICERS.—Pres. Dr. L. Leach, V. Pres. R. E. Hughes, Sec. N. I. Baldwin, Treas. L. Einstein.

Date of information, May, 1900.

Fresno, Belmont & Yosemite Railroad Co.—This road is leased to C. L. Walter.

CAPITAL STOCK, $500,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 20 lb. rail; 18 horses, 6 horse cars; Stockton cars.

OFFICERS.—Pres. T. C. White, V. Pres. H. P. Hedges, Sec. J. P. Vincent, Gen. Man. C. L. Walter.

Date of information, May, 1900.

FRYEBURG, ME.

Population in 1880, 1,633, in 1890, 1,418, in 1900, 1,376.

Fryeburg Horse Railroad Co.—Chartered Mar. 3, 1887, for 20 years. Municipal franchise granted July, 1887, for 20 years. Annual meeting first Tuesday in June.

CAPITAL STOCK, authorized, $20,000, issued, $5,075; par value, $25 per share.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts	$718	$692	$502	$614	$668	$601
Operating expenses	693	638	386	472	519	505
Earnings from operation	25	54	116	142	149	96
Deductions from income	3	107	102	103	150	97
Net income	22	*53	14	39	*1	*1
To surplus account	22	*6				51

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.	1901.
Cost of road	$6,492	$6,492	$6,492	$6,492	$6,492	$6,492
" equipment	1,182	958	958	834	794	794
" land and bldgs		224	224	224	224	224
Cash and current assets	47					46
Total	$7,721	$7,674	$7,674	$7,550	$7,510	$7,556
LIABILITIES.						
Capital stock	$5,075	$5,075	$5,075	$5,075	$5,075	$5,075
Other liabilities	745	785	727	627	573	498
Profit and loss (surp.)	1,901	1,814	1,872	1,848	1,862	1,983
Total	$7,721	$7,674	$7,674	$7,550	$7,510	$7,556

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 16 lb. steel T rail; 1 horse, 4 horse cars.

OFFICERS.—Pres. Freeman Hatch, Sec. Gen. Man. & Supt. Seth W. Fife, Treas. C. W. Pike, Supt. H. W. Cousins.

DIRECTORS.—Freeman Hatch, Seth W. Fife, C. W. Pike, E. C. Farrington, H. W. Cousins.

GENERAL OFFICE, Fryeburg, Me.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

FULTON, N. Y.

Population of Fulton and Oswego Falls in 1880, 5,772, in 1890, 6,035, in 1900, 8,500.

Fulton & Oswego Falls Street Railway Co.—Chartered Sept. 21, 1885. This company was consolidated with the Oswego Street Ry. Co. in 1896, forming the Lake Ontario & Riverside Ry. Co., which was placed in the hands of F. H. Tidman, as receiver on Oct. 3, 1896. On Apr. 15, 1899 the properties of the consolidated companies were sold separately at receiver's sale. The Oswego Street Ry. portion was reorganized as the Oswego Traction Co., and the Fulton & Oswego Falls Street Ry. portion remained in possession of and was operated by the receiver until Edward Quirk was appointed receiver of this portion on Feb. 1, 1900, on the application of the original bondholders.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $15,000; dated July 16, 1886, due Jan. 1, 1897. These bonds are the original issue before consolidation, and are still standing as a lien upon this property.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.04; gauge, 4 ft. 8½ in.; 40 to 90 lb. rail; 3 cars.

OFFICERS.—Receiver & Supt. Edward Quirk.

GENERAL OFFICE, Fulton, N. Y.

Date of information, Mar., 1902. z

GADSDEN, ALA.

Population in 1880, 1,697, in 1890, 2,901, in 1900 (local estimates), 4,770; total population served by this road in 1900 (local estimates), 12,000.

Gadsden & Attalla Union Railway Co.—Chartered Mar. 29, 1890. Changed from steam to electric operation in June, 1899.

CAPITAL STOCK, authorized, $200,000, issued, $150,000.

FUNDED DEBT, authorized, $200,000, issued, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 45 lb. Trail; 12 motor cars, 2 baggage cars and 2 flat cars; Brill cars.

OFFICERS.—Pres. J. M. Elliott, Jr., V. Pres. C. A. Lyerly, Sec. Treas. Gen. Man. Supt. & Pur. Agt. J. H. Wragg.

GENERAL OFFICE, 123 N. 4th St.

Date of information, Apr., 1900. z

Alabama City, Gadsden & Attala Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; 9 cars.

OFFICERS.—Pres. W. H. Weller, V. Pres. & Pur. Agt. C. S. Ward, Sec. & Treas. J. I. Weller, Ch. Engr. & Ch. Elecn. J. T. Fulcher.

GENERAL OFFICE, Gadsden, Ala.

Date of information, Jan., 1902. d

GAINESVILLE, GA.

Population in 1880, 1,919, in 1890, 3,202, in 1900 (local estimates), 5,400.

Gainesville & Hall County Street Railroad Co.

CAPITAL STOCK, $15,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 20 lb. crescent rail; 7 horses, 3 cars.

OFFICERS.—Pres. Sec. & Treas. H. H. Dean, V. Pres. A. D. Candler, Gen. Man. D. E. Evans.

GENERAL OFFICE, 10 Spring St., Gainesville, Ga.

Date of information, Feb., 1899. z

GAINESVILLE, TEX.

Population in 1880, 2,667, in 1890, 6,594, in 1900, 7,874.

Gainesville Park Street Railway Co.—This company has removed its track, sold materials, and gone out of existence

Date of information, Jan., 1902. z

GALESBURG, ILL.

Population in 1880, 11,437, in 1890, 15,264, in 1900, 18,607.

Galesburg Electric Motor & Power Co.—Chartered 1892, for 20 years. Renewed in 1900 for 20 years. Annual meeting second Monday in July. This is a consolidation of the College City Street Ry. Co. and the Galesburg Street Car Co.

CAPITAL STOCK, authorized and issued, $210,000; par value, $100 per share.

FUNDED DEBT.—First mortgage bonds, authorized, $125,000, outstanding, $110,000; coupon, but may be registered; dated Sept. 1, 1892, due 1902; denom. $1,000; int. payable at office of Northern Trust Co., of Chicago, trustee of mortgage. Bonds may be called for payment after five years at 105 and accrued interest; $10,000 paid off.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 50 lb. T rail; 30 cars, of which 11 are motor cars and 19 trail cars; 700 H. P. West. engines, 1-200 K. W. generator, Frost boilers, West. dynamos and motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. Fred. Seacord, V. Pres. R. Chappell, Sec. & Treas. Loren Stevens, Supt. Chas. Munson, Ch. Engr. of Power Station Lou Bean, Elecn. Robert Stanley.

DIRECTORS.—Robert Chappell, G. L. Price, B. F. Arnold, Fred. Seacord, J. K. Mitchell, E. N. Williams, Loren Stevens, John J. Vivion, W. W. Babcock.

GENERAL OFFICE, 632 Main St.

Date of information, Jan., 1902. z

People's Traction Co.—Chartered May 23, 1901, for 50 years. Municipal franchise granted June 11, 1901, for 20 years. Annual meeting third Tuesday in May. This company is building an interurban line from Galesburg, Ill., to Abingdon, Ill.

CAPITAL STOCK, authorized, $100,000, issued, $34,000.

PLANT AND EQUIPMENT.—Gauge, 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. Luke W. Sanborn, V. Pres. E. B. Hardy, Sec. & Gen. Man. F. W. Latimer, Treas. P. N. Granville.

DIRECTORS.—Luke W. Sanborn, Geo. W. Prince, E. B. Hardy, Geo. B. Churchill, Fred. Arnold, T. W. Peterson, Chas. S. Harris, F. W. Latimer, A. P. Higgins, all of Galesburg, Ill.

GENERAL OFFICE, Galesburg. Ill.

Date of information, Jan., 1902. z

GALION, O.

Population in 1880, 5,635, in 1890, 6,329, in 1900, 7,282.

The Ohio Central Traction Co.—This company was incorporated in 1898 to construct an electric railway from Bucyrus to Galion, a distance of 12 miles, and line was placed in operation Aug. 16, 1899.

CAPITAL STOCK, $225,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $175,000; dated June 1, 1899, due 1919; denom. $1,000; coupon, but may be registered, no sinking fund provided; int. payable June and Dec., at office of New Haven Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.4; gauge 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars; American cars.

OFFICERS.—Pres. F. T. Pomeroy (Cleveland), Sec. & Treas. L. M. Wolf (Cleveland), Gen. Man. & Supt. W. E. Haycox (Galion), Ch. Engr. C. Hunt (Galion).

DIRECTORS.—F. T. Pomeroy, L. M. Wolf, H. C. Lang, L. M. Wilcox, W. E. Haycox.

GENERAL OFFICE, Galion, O.

POWER STATION, Galion, O.

REFERENCES.—Vol. XV, Aug., '99, p. 531. Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Jan., 1902. z

GALT, ONT.

Population in 1896 (local estimates), 8,000; in 1900, 9,000.

Galt, Preston & Hespeler Street Railway Co., Limited.—This is a combined passenger and freight road.

CAPITAL STOCK, authorized, $100,000, issued, $49,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of main line 9, of sidings, 2, total track (electric), 11; gauge, 4 ft. 8½ in.; 56 lb. T rail; 11 cars, of which 6 are motor cars, and 5 trail cars, 250 H. P. station plant; Wheelock engines, West. & Gen. Elec. dynamos and motors, Taylor trucks.

OFFICERS.—Pres. & Gen. Man. Martin N. Todd, V. Pres. Geo. D. Forbes, Sec. & Treas. W. H. Lutz.

DIRECTORS.—Frederick Clare, H. P. Timmerman, H. McCulloch, Jr., M. N. Todd, George D. Forbes.

GENERAL OFFICE, North Water St., Galt, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 48 (ill.).

Date of information, Mar., 1902. z

GALVESTON, TEX.

Population in 1880, 22,248; in 1890, 29,084; in 1900 (before the flooding of city), 37,789.

Galveston City Railway Co.—Incorporated in Texas in 1900 as the successor to the Galveston City R. R. Co., which was chartered Oct. 1867, and whose properties where practically all destroyed by the "Galveston flood" of Sept., 1900. This company owns and operates the Gulf City R. R.

Capital Stock, authorized and issued, common $400,000, preferred $400,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $600,000; dated Jan. 1, 1901, due 1941; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

Operation.—Of the old company for year ending Dec. 31,

	1895.	1896.	1897.	1898.	1899.
Gross receipts	$216,271	$212,661	$215,299	$220,820	$235,374
Oper'g ex. and taxes	141,081	132,318	136,067	174,300	192,254
Earn'gs from operation	75,191	80,343	79,232	46,520	43,120
Interest charges	50,000	50,000	50,000		
Floating debt and sund's.		7,178			
Net income	25,191	23,165	29,232		
P. c. op. exp. to gr. rects.	65.2	62.2	63.2	78.9	81.6

Balance Sheet.—Dated Dec. 31,

ASSETS.	1894.	1896.	1897.	1898.
Cost road and equipment	$1,104,728	$1,337,175	$1,386,757	$1,388,804
Cash assets	18,932	113,203	22,437	38,613
Other assets	287,386		125,760	125,564
Total	$1,411,046	$1,450,378	$1,534,954	$1,552,981
LIABILITIES.				
Capital stock	$ 318,501	$ 318,501	$ 318,501	$ 318,501
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable	12,058	73,295	76,580	75,156
Other liabilities	28,293	35,392	90,144	124,392
Profit and loss (surplus)	52,194	23,190	49,729	34,932
Total	$1,411,046	$1,450,378	$1,534,954	$1,552,981

Plant and Equipment.—Of old company, miles of track (electric), 35.9; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 76 cars, of which 64 are motor cars and 12 trail cars; Filer and Stowell, Harrisburg, and Green Wheelock engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars, Bemis, Dupont and St. Louis trucks.

Officers.—Pres. & Gen. Man. R. B. Baer, V. Pres. & Asst. Sec. & Treas. W. G. Oakman, Sec. & Treas. A. Drouilhet.

Directors.—R. B. Baer, Houston, Tex.; Walter G. Oakman, Geo. R. Turnbull, Edward Cornell, New York; J. W. Terry, Chas. K. Lee, Julius Runge, Galveston, Tex.

General Office, Ave. I and 21st St., Galveston, Texas.

References.—Description of road, Vol. X, May, '94, p. 311 (ill.); Vol. X, Souv., '94, p. 43; increase of bonds, Vol. X, June, '94, p. 410; description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Jan., 1902. z

GARDENVILLE, N. Y.

Buffalo, Gardenville & Ebenezer Railway Co.—Chartered June 19, 1895. This company commenced operation in Apr., 1896. Annual meeting first Saturday in September.

CAPITAL STOCK, authorized, $40,000, issued, $39,300.

FUNDED DEBT.—6 p. c. collateral notes, authorized, $25,000, issued, $22,000; dated June 22, 1898; int. payable monthly.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$9,491	$10,026	$11,633	$12,096	$15,199
Operating expenses	8 019	8,206	9,657	10,322	10,214
Earnings from operation	1,473	1,820	1,976	1,774	4,985
Deductions from earnings.					
Interest			1,560	1,470	1,361
Taxes	109	183	239	189	232
Surplus	1,364	1,637	177	115	3,392
Total surplus	1,364	3,001	4,854	4,969	8,361

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	225,973	254,086	307,777	273,005
Car miles run	106,442	106,502	112,137	102,190
Total receipts per car mile	$.094	$.109	$.108	$.149
Operating expenses per car mile	.076	.090	.092	.100

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$37,138	$54,857	$55,777	$55,805	$71,296
" equipment	14,130	15,455	16,413	15,609	
Bills receivable					
Cash	274	480	23	3	1,292
Other accounts	263	22	30	31	31
Material and supplies	247				
Profit and loss (deficit)					
Total	$52,052	$69,814	$72,243	$71,448	$72,619
LIABILITIES.					
Capital stock	$38,700	$39,300	$39,300	$39,300	$39,300
Funded debt		22,000	22,000	22,000	22,000
Loans	5,700		4,100	2,500	1,000
Accounts payable	5,625	4,929	1,484	2,090	1,380
Salaries and supplies	663	584	505	589	578
Profit and loss (surplus)	1,364	3,001	4,854	4,969	8,361
Total	$52,052	$69,814	$72,243	$71,448	$72,619

PLANT AND EQUIPMENT.—Miles of track (electric), 4.66; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor and 5 other cars; Noye engines, Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. W. J. Sterritt, V. Pres. & Supt. Chas. Schoepflin, Sec. L. S. Sterritt, Treas. Warren Hunt, Ch. Engr. Christ Prihl, Elecn. Frank Bailey.

DIRECTORS.—Charles Schoepflin, Henry C. Lein, Gardenville, N.Y.; Warren Hunt, S. E. Patrick, S. Scotcher, Boston, Mass., W. J. Sterritt, L. S. Sterritt, Middleport, N. Y.

GENERAL OFFICE, Gardenville, N. Y.

REFERENCE.—Description of road, Souv., Oct. '97, p. 590.

Date of information, Mar., 1902. z

GARDNER, MASS.

Population in 1880, 4,988, in 1890, 8,424, in 1900, 10,813.

Gardner, Westminster & Fitchburg Street Railway Co.—On Dec. 18, 1899, the Gardner Electric Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $185,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $185,000, issued, $150,000; dated Feb. 1, 1900, due 1920; denom. $1,000.

OPERATION.—Year ending Sept. 30,

	1900.	1901.
Receipts from passengers	$46,570	$53,874
" " other sources	153	263
" total	46,723	54,137
Operating expenses	35,263	43,879
Earnings from operation	11,460	10,258
Deductions from earnings.		
Interest	4,289	10,571
Taxes	2,118	2,515
Other deductions	1,800	1,367
Net income	3,253	*4,195

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.	
General expenses	$ 4,823
Transportation expenses	31,415
Maintenance of way and buildings	4,734
Maintenance of equipment	2,907
Total	$43,879

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.	
Passengers carried	1,064,260
Car miles run	273,016

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$232,832	$233,325
" equipment	55,774	59,830
Other permanent invests	88,653	97,927
Cash and current assets	1,530	4,043
Other assets	4,641	5 672
Profit and loss (deficit)		942
Total	$383,430	$401,739
LIABILITIES.		
Capital stock	$185,000	$185,000
Funded debt	150,000	150,000
Loans and notes payable	35,051	
Current liabilities	9,009	65,751
Accrued taxes	1,117	988
Profit and loss (surplus)	3,253	
Total	$383,430	$401,739

PLANT AND EQUIPMENT.—Miles of track (electric including Gardner Elec. Ry.), 16.1; 21 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. Edward F. Blodgett, Sec. & Treas. James A. Stiles, Supt. Frederick Le Noir.

DIRECTORS.—F. S. Coolidge, E. F. Blodgett, J. A. Stiles, A. S. Paton, W. S. Reed, G. R. Damon, F. S. Bolton.

GENERAL OFFICE, Gardner, Mass.

Date of information, Dec., 1901. b

Gardner Electric Street Railway Co.—This company commenced operation Sept. 29, 1894. On Dec. 18, 1899, this company was consolidated with the Gardner, Westminster & Fitchburg Street Ry. Co.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

Please note date of information at end of each report.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Dec.18, 1899.
Receipts from pass.....	$19,045	$17,519	$17,020	$16,214	$3,394
" other sources..	154	102	83	45	
" total.....	19,199	17,621	17,103	16,259	3,394
Operating expenses....	51,706	15,381	14,128	13,404	3,137
Earnings from oper'n...	3,493	2,240	2,975	2,855	257
Deduct. from earnings.					
Interest.....	1,321	1,615	1,771	1,673	491
Taxes.....	795	795	832	829	
Other deductions..:	766	1,637	1,215		
Net income.....	611	*1,807	*844	353	*234
Dividends paid.....			1,250		
Total surplus account..	1,332	*1,724	*2,569	*2,216	*2,465

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses.....	$ 2,560	$ 2,672	$ 2,969	$ 2,697	$ 2,423
Transportation exps....	10,095	9,794	9,593	9,832	9,872
Main.of way and bldgs...	1,442	1,551	1,745	1,010	760
" " equipment.....	928	1,689	1,075	588	349
Total.....	$15,024	$15,706	$15,381	$14,128	$13,404

STATISTICS OF TRAFFIC.

Year ending Sept.30,	1895.	1896.	1897.	1898.	1899.
Passengers carried.....	348,399	369,542	352,234	341,038	326,935
Car miles run.....	78,560	79,058	80,167	77,126	77,535
Total rects.per car mile.	$.21	$.243	$.220	$.222	$.209
Oper. exps. per car mile.	.191	.200	.192	.183	.172

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	Dec.18, 1899.
Cost of road.....	$46,434	$46,434	$46,434	$46,434	$46,434
" equipment.....	13,037	14,827	14,827	14,827	14,827
Other permanent prop'ty.	14,736	14,834	14,834	14,834	14,834
Cash and current assets..	2,032	272	641	324	38
Other assets.....	1,775	1,553	1,209	1,212	1,748
Profit and loss (deficit)..		1,724	2,569	2,216	2,465
Total.....	$78,014	$79,644	$80,514	$79,847	$80,346
LIABILITIES.					
Capital stock.....	$50,000	$50,000	$50,000	$50,000	$50,000
Bills payable.....	25,992				
Current liabilities.....		28,947	29,799	29.12	30,346
Taxes.....	690	697	715	718	
Profit and loss (surplus)..	1,332				
Total.....	$78,014	$79,644	$80,514	$79,847	$80,346

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 6 motor cars; Erie engines, West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. F. S. Coolidge, Fitchburg; V. Pres. E. F. Blodgett, Leominster; Sec. & Treas. James A. Stiles, Gardner; Gen. Man. Supt. & Pur. Agt. F. Le Noir.

DIRECTORS.—F. S. Coolidge, Fitchburg, Mass.; E. F. Blodgett, George R. Damon, A. S. Paton, Leominster, Mass.; J. A. Stiles, Gardner; M. A. Coolidge, Westboro; Thos. B. Grimes, East Boston.

Date of information, Feb., 1901. z

GENEVA, N. Y.

Population in 1880, 7,412, in 1890, 8,877, in 1900, 10,433.

Geneva, Waterloo, Seneca Falls & Cayuga Lake Traction Co.—Chartered Mar. 18, 1895, as a consolidation of the Geneva Surface Ry. Co., the Geneva & Waterloo Ry. Co., the Waterloo, Seneca Falls & Cayuga Lake Ry. and the Seneca Electric Ry. This company owns the Cayuga Lake Park, which covers 50 acres of land.

CAPITAL STOCK.—Common stock, authorized and issued, $350,000; par value, $100 per share.

Preferred stock, authorized, $100,000, issued, $99,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized, $500,000, issued, $436,500; coupon, but may be registered; dated Apr. 1, 1895, due 1920; denom. $500 and $1,000; int. payable Apr.and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers.....	$60,778	$59,856	$60,370	$61,787
" other sources.....	2,024	1,983	1,747	2,125
" total.....	62,802	61,839	62,117	63,912
Operating expenses.....	34,991	32,752	31,584	37,688
Earnings from operation.....	27,811	29,087	30,533	26,224
Deductions from earnings.				
Interest on funded debt.....	26,190	26,190	26,190	26,635
" and discount.....	872	76	151	
Taxes.....	2,360	2,381	2,538	2,741
Lake Park terminal expenses.	4,368	4,207	3,044	
Sundry adjustments to profit and loss.....	15,975	296	2,389	40,164
Net income.....	*21,954	*4,065	*3,779	*3,152
Total surplus account.....	*16,489	*20,554	*24,333	

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses.....	$ 6,756	$ 6,378	$ 4,587	$ 7,091
Transportation expenses.....	22,271	21,578	21,775	23,228
Maintenance of way and buildings.	3,089	2,334	2,483	2,669
" " equipment.....	2,875	2,462	2,739	4,701
Total.....	$34,991	$32,752	$31,584	$37,688

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue pass. carried....	1,335,255	1,276,014	1,277,488	1,298,458
Transfer " "		33,203	55,852	37,825
Car miles run.....	425,105	421,925	410,448	418,475
Total recpts. per car mile.	$.147	$.146	$.151	$.169
Oper.exps. per car mile...	.082	.077	.077	.100

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....	$807,140	$815,689	$835,485	$918,032
" equipment.....	79,832	76,110	76,110	
Other per. investments...			1,498	2,489
Cash.....	4,598	7,063	6,984	23,904
Open accounts.....	904	2,130	1,200	
Material and supplies....	528	54	763	747
Accounts receivable.....		323	310	1,191
Profit and loss (deficit)...	16,490	20,554	24,333	
Total.....	$909,492	$921,923	$946,683	$946,363
LIABILITIES.				
Capital stock.....	$450,000	$449,500	$449,500	$449,500
Funded debt.....	436,500	436,500	436,500	436,500
Bills payable.....	11,955	11,900	11,900	11,900
Interest.....	6,548	19,642	45,833	4,365
Mortgage account.....	1,000	1,000		
Accounts payable.....	3,489	3,381	2,950	3,934
Profit and loss (surplus)..				40,164
Total.....	$909,492	$921,923	$946,683	$946,363

PLANT AND EQUIPMENT.—Miles of track (electric), 17.75; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. steel rail; 26 motor cars and 9 trail cars; 700 H. P. station plant, Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. Isaac M. Thomas, Wilkesbarre, Pa.; V. Pres. W. S. Grant, Sec., Treas. & Gen. Man. W. C. Gray, Seneca Falls, N. Y.; Supt. Howard Gray, Waterloo, N. Y.

DIRECTORS.—J. P. Brosius, Merion, Pa.; Robt. Wetherill, Chester, Pa.; W. C. Gray, Chas. A. Hawley, Seneca Falls, N. Y.; H. A. Doan, W. S. Grant, Jr., Lewis Davis, Philadelphia, Pa.; Isaac M. Thomas, Wilkesbarre, Pa.; L. S. Hoskins, Geneva, N. Y.

GENERAL OFFICE, Seneca Falls, N. Y.

POWER STATION, Waterloo, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Jan., 1902. z

GEORGETOWN, KY.

Population in 1880, 2,216, in 1890, 5,864, in 1900, 3,823.

Georgetown Street Railroad Co.—Charter and municipal franchise granted 1888, in perpetuity. Annual meeting in Apr. This road has been converted into an electric road, and is bonded and operated in connection with the Georgetown Ice Co.

CAPITAL STOCK, authorized, $30,000, issued, $16,000.

FUNDED DEBT.—First mortgage consolidated 6 p. c. gold bonds, authorized, $60,000, issued, $14,000, in treasury, $46,000; dated 1896, due 1926; denom. $100, $500 and $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., of Louisville, Ky., trustee of mortgage, and Farmers' Bank, Georgetown.

PLANT AND EQUIPMENT.—Miles of track, 2.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 2 motor cars; Buckeye engines, 300 H. P. boilers, Card dynamos and motors, New Castle cars, Louisville trucks.

OFFICERS.—Pres. H. P. Montgomery, V. Pres. K. Stone, Supt. J. D. Grover, Ch. Engr. Sam Allen, Asst. Ch. Engr. G. W. Pick.

DIRECTORS.—H. P. Montgomery, K. Stone, H. M. Grover, Jno. G. Gaines, Jno. J. McHenry, J. D. Grover.

GENERAL OFFICE, Georgetown, Ky.

Date of information, May, 1899. z

Please note date of information at end of each report.

GEORGETOWN, MASS.

Population in 1880, 2,231, in 1890, 2,117, in 1900, 1,904.

The Haverhill, Georgetown & Danvers Street Railway Co.

CAPITAL STOCK, authorized, $300,000, issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $35,000, dated Mar. 1, 1899, due 1919.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$25,941	$23,993	$23,299	$26,310	$27,002
Operating expenses	17,353	18,076	15,817	17,022	17,978
Earnings from operation.	8,588	5,917	7,482	9,288	9,024
Deductions from earnings					
Interest and discount.	2,299	1,850	2,411	2,028	2,908
Taxes	924	946	948	1,348	1,956
Net income	5,365	3,121	4,123	5,912	4,160
Dividends paid	3,600		3,600	3,600	3,600
To surplus account	1,765	3,121	523	2,312	561
Total surplus account	3,476	6,597	8,171	6,237	9,423

DIVIDENDS.—In 1896, 4 p. c.; in 1897, 1899, 1900 and 1901, 6 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 2,914	$ 4,094	$ 3,386	$ 2,312	$ 3,367
Maint. of way and bldgs.	790	1,210	995	1,173	854
" " equip...	797	296	748	375	296
Transportation expenses.	12,852	12,476	10,688	13,162	13,462
Total	$17,353	$18,076	$15,817	$17,022	$17,978

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	515,920	477,268	462,818	526,363	406,465
Car miles run	146,032	143,160	120,187	127,696	105,392
Total rects. per car mile.	$.178	$.168	$.193	$.206	$.256
Oper. exp. per car mile..	.119	.126	.164	.133	.171

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$80,594	$81,460	$85,993	$88,731	$89,951
" equipment	15,621	15,632	15,951	18,202	21,076
Land and buildings	5,394	5,479	5,529	2,825	5,525
Cash and current assets..	2,630	4,511	945	1,259	22,539
Miscellaneous assets		500	700	883	885
Total	$104,239	$107,582	$109,118	$111,900	$139,976
LIABILITIES.					
Capital stock	$60,000	$60,000	$60,000	$60,000	$60,000
Funded debt			35,000	35,000	35,000
Current liabilities	40,763	40,985	5,801	9,428	30,633
Accrued liabilities			146	1,235	1,694
Other liabilities					3,226
Profit and loss (surplus)..	3,476	6,597	8,171	6,237	9,423
Total	$104,239	$107,582	$109,118	$111,900	$139,976

PLANT AND EQUIPMENT.—Miles of track (electric), 6.48; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars; Gen. Elec. dynamos and motors, Newburyport cars. Power supplied by Georgetown, Rowley & Ipswich Ry. Co.

OFFICERS.—Pres. & Gen. Man. Chas. E. Barnes, V. Pres. S. P. Gardner, Sec. E. B. Fuller, Treas. G. F. Marshall, Supt. G. W. Pratt.

DIRECTORS.—Chas. E. Barnes, Plymouth, Mass.; Edmund B. Fuller, Don A. Clay, Wm. W. Burgess, H. B. Newton, C. H. Poor, S. P. Gardner, Haverhill, Mass.

GENERAL OFFICE, Georgetown, Mass.

PRES. & TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Dec., 1901. b

Georgetown, Rowley & Ipswich Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway, 18 miles in length, connecting Newburyport, Georgetown, Rowley, Byfield and Ipswich, and placed in operation May 1, 1900 by the same interests that control The Haverhill, Georgetown & Danvers Ry. Co.

CAPITAL STOCK, authorized and issued, $180,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $180,000; dated June 1, 1900, due 1920; denom. $1,000; interest payable June and Dec., at office of Mercantile Trust Co., of Boston, trustee of Mortgage.

OPERATION.—Year ending Sept. 30, 1901.

Gross receipts	$37,992
Operating expenses	24,909
Earnings	13,083
Deductions from earnings.	
Interest	12,077
Taxes	2,917
Net deficit	1,911

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$263,052	$263,158
" equipment	60,295	61,129
Other perm. investments	83,365	83,439
Cash and current assets	3,384	20,363
Other assets		127
Total	$410,096	$428,217
LIABILITIES.		
Capital stock	$180 000	$180,000
Funded debt	180,000	180,000
Cash and current liabilities	36,622	56,152
Accrued liabilities	5,021	5,764
Profit and loss (surplus)	8,453	6,301
Total	$410,096	$428,217

PLANT AND EQUIPMENT.—Miles of track (electric), 18.78; 17 motor cars, 3 snow plows; Gen. Elec. motors.

OFFICERS.—Pres. & Gen. Man. Chas. E. Barnes, V. Pres. S. P. Gardner, Sec. E. B. Fuller, Treas. G. F. Marshall, Supt. Geo. W. Pratt.

DIRECTORS.—Charles E. Barnes, Edmund B. Fuller, Herbert B. Newton, John E. Gale, Sylvester C. Frost, S. P. Gardner, Benjamin Pearson, Jr.

GENERAL OFFICE, Byfield, Mass.

PRES. & TREASURER'S OFFICE, 316 Exchange Bldg., Boston, Mass.

Date of information, Dec., 1901. b

GETTYSBURG, PA.

Population in 1880, 2,814, in 1890, 3,100, in 1900, 3,495.

Gettysburg Transit Co.—This company is a reorganization on Dec. 3, 1897, of the Gettysburg Electric Railway Co., which was chartered July 28, 1891. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $200,000, issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts	$3,521	$3,684	$1,060	$3,842	$4,900	$4,756
Operating expenses	2,006	4,872	2,078	3,316	1,612	2,453
Earnings from operation..	1,515	*1,188	*1,018	526	3,288	2,303
Deductions from earnings.						
Interest					12,500	17,500
Taxes	150	278	150	156	180	178
Rentals	133	1,200			292	
Net income	1,232	*2,666	*1,168	370	*9,684	*15,375

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$161,232	$207,386	$208,888	$237,431	$238,092
Equipment	79,278				
Cash	285	130	276	582	253
Other accounts	12,784	2,248	5,720		
Accounts receivable..					
Material and supplies.	119				
Profit and loss (def'ct).	65,851				
Total	$319,549	$209,764	$214,884	$238,013	$238,345
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	200,000	100,000	100,000	100,000	100,000
Interest				12,500	17,500
Floating debt	8,531	7,340	11,907	21,565	16,720
Accounts payable	11,019	2,424	2,977	3,150	2,000
Profit and loss (surp.)				798	2,125
Total	$319,549	$209,764	$214,884	$238,013	$238,345

PLANT AND EQUIPMENT—Miles of track (electric), 9.5; gauge 4 ft. 8½ in.; 56 lb. T rail; 6 motor cars; West generators and motors, Brill cars.

Please note date of information at end of each report.

OFFICERS.—Pres. & Gen. Man. H. A. Sage, Sec. R. L. Morgan, Treas. J. Darlington, Supt. and Elecn. H. J. Gintling.

DIRECTORS.—E. C. Felton, Steelton, Pa.; Henry A. Sage, Easton, Pa.; Jared Darlington, Media, Pa.; M. Riebenack, Henry A. Borell, Horace A. Doan, Philadelphia, Pa.

GENERAL OFFICE.—Gettysburg, Pa. Sec. office, 2020 Chestnut Street, Philadelphia, Pa.

Date of information, Dec., 1901. b

GIRARDVILLE, PA.

Population in 1880, 2,730, in 1890, 3,584, in 1900, 3,666, tributary to the Schuylkill Traction Co. is said to be about 100,000.

Schuylkill Traction Co.—Chartered Sept. 26, 1892, in perpetuity. Annual meeting second Monday in Jan. This is an electric road beginning at Locustdale running through Ashland, and thence through Holmesville and other villages to Girardville, with branches through Lost Creek and William Penn into Shenandoah and through Mahanoy Plane, Maizeville, Gilberton and Saint Nicholas into Mahanoy City. In 1891, by extensions and leased roads the company proposed to operate from Shamokin on the west to Tamaqua and Mauch Chunk on the east and from Pottsville on the south to Hazleton, Wilkesbarre and Scranton on the north.

LEASED ROADS.—This company leases and operates the properties of the Mahanoy City, Shenandoah, Girardville & Ashland Street Ry. Co. for 999 years from Jan. 6, 1893; the Ashland, Locustdale & Centralia Electric Ry. Co. for 999 years from Oct. 5, 1893; the Lakeside Ry. Co. of Mahanoy City for 999 years, from Apr. 27 1900, and the Shenandoah & Pottsville Street Ry. Co., on Jan. 14, 1901.

CAPITAL STOCK.—Common, authorized and issued, $1,500,000, preferred, 5 p.c. non-cumulative, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1893, due 1943; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

Lakeside Ry. Co.'s first mortgage 4 p. c. gold bonds issued $150,000; dated Nov. 1, 1893, due 1923; int. payable at office of Equitable Trust Co., of Philadelphia, trustee of mortgage.

New consolidated mortgage 4½ p. c. gold bonds, authorized, $2,000,000, issued, $59,000 (see note); dated Apr. 1, 1901, due 1951; denom. $1,000; int. payable Jan. and July.

NOTE.—First mortgage provides that after April 1, 1898, $10,000 per annum shall be passed to a sinking fund. $41,000 of the $59,000 have been disposed of on improvements and for other expenses, and $18,000 are in the company's treasury.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$93,444	$90,279	$85,819	$98,101	$128,359
Operating expenses	55,738	53,243	52,978	63,585	72,334
Earnings from operation	37,706	37,036	32,841	34,516	56,025
Fixed charges, taxes, etc		12,036	7,841	375	2,822
Interest	25,000	25.000	25,000	25,000	31,786
Other deductions					17,965
Net income	12,706			9,141	3,542

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$1,075,000	$718,356	$1,081,765	$2,092,980
" " equipment	425,000	425,201	428,945	438,306
Other perm. investments		360,000		
Cash	3,289	4,197	2,566	3,452
Open accounts	2,096	3,591	9,769	
Material and supplies	9,694	6,104	4,471	1,662
Sundries				
Total	$1,515,079	$1,517,449	$1,527,516	$2,536,399
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$2,000,000
Funded debt	500,000	500,000	500,000	500,000
Int. on fund. debt due and accrued	6,250	6,250	6,250	7,250
Loans and accts. payable	8,829	11,199	21,266	29,149
Total	$1,515,079	$1,517,449	$1,527,516	$2,536,399

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T rail; 40 motor cars; West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. Clarke Merchant, Philadelphia, Pa.; V. Pres. & Gen. Man. Powell Evans, Sec. & Treas. John A. McKee, Philadelphia, Pa.; Supt. F. P. Unger.

DIRECTORS.—Clarke Merchant, Powell Evans, J. A. McKee, Dallas Sanders, John F. Finney, Spencer Cosby, Herman Hoopes.

GENERAL OFFICE.—Girardville, Schuylkill Co., Pa.; Philadelphia office, 517 Arch St.

Date of information, Feb., 1902. b z

GLENS FALLS, N. Y.

Population in 1880, 4,900, in 1890, 9,509, in 1900, 12,613.

Hudson Valley Railway Co.—This company was formed on Aug. 14, 1901, by the consolidation of the Stillwater & Mechanicsville Street Ry. Co., the Greenwich & Schuylerville Electric R. R., the Saratoga Traction Co., the Saratoga Northern Ry., the Glens Falls, Sandy Hill and Fort Edward Street Ry. Co., and the Warren County Ry. This road will carry passengers and freight. The line extends from Albany to Caldwell and Warrensburg, and has branch lines to Mechanicsville, Round Lake, Ballston and Saratoga, covering in all about 100 miles of track. This company has a contract with the United Traction Co., of Albany, to use its tracks in Troy and Albany.

CAPITAL STOCK, authorized, $3,000,000, issued, $2,600,000; par value, $100 per share.

FUNDED DEBT.—New consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000; $1,000,000 to be reserved for future extensions, equipment, improvements, etc., and of the remaining $3,000,000 a sufficient amount will be reserved to retire the bonds of the consolidated properties.

OFFICERS.—Pres. A. B. Colvin, Glens Falls, 1st V. Pres. Geo. E. Green, Binghamton; 2nd V. Pres. & Gen. Man. Joseph A. Powers, Waterford, N. Y.; Sec. Thos. O'Connor, Waterford, N. Y.; Treas. F. L. Cowles, Glens Falls.

OFFICE OF SECRETARY, Waterford, N. Y.

Date of information, Mar., 1902. z

Glens Falls, Sandy Hill & Fort Edward Street Railroad Co.—Chartered Sept. 28, 1885. Annual meeting third Wednesday in July. This company is owned and operated by the Hudson Valley Railway Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $100,000; dated July 1, 1891, due 1911; denom; $500 and $1000; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

Second mortgage 6 p. c. gold coupon bonds, authorized and issued, $50,000; dated July 1, 1893, due 1913; denom. $500; int. payable Jan. and July at office of the company; trustee of mortgage, Central Trust Co., of New York.

Third mortgage 6 p. c. bonds, authorized and issued, $150,000; dated Apr. 1, 1901; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$57,488	$61,537	$62,141	$72,930	$89,132
" " other sources	204	2,883	942	777	875
" total	57,692	64,420	63,003	73,707	90,007
Operating expenses	34,688	44,557	35,875	41,588	52,330
Earnings from operation	23,004	19,863	27,128	32,119	37,677
Deductions from earnings.					
Interest on bonds	8,162	8,250	9,000	9,000	11,250
" " notes	969	1,203	407	1,142	3,547
Taxes	1,492	1,629	2,050	1,875	2,440
Net income	12,382	8,781	15,671	20,102	20,440
Dividends paid	6,875	7,225	7,500	5,625	7,500
To surplus account	5,507	1,556	8,171	14,477	12,940
Total surplus account	6,629	8,185	18,066	32,619	45,573

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$13,904	$ 6,014	$ 7,194	$ 7,425
Transportation expenses	19,690	19,518	23,915	32,968
Maintenance of way and buildings.	2,640	4,185	4,418	4,573
" " equipment	8,323	6,158	6,061	7,365
Total	$44,557	$35,875	$41,588	$52,330

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried	1,143,840	1,160,976	1,347,523	1,556,745
Transfer passengers carried		8,378	51,749	137,396
Car miles run	390,000	395,200	412,000	476.030
Total receipts per car mile	$.165	$.159	$.179	$.189
Oper. expenses per car mile	.110	.096	.101	.110

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$182,713	$188,145	$205,895	$267,350	$492,569
" equipment	115,758	121,033	122,380	131,023	872
Cash	6,844	6,090	5,339	7,435	
Bills and acc. receivable	50	50	478	835	
Material and supplies	4,476	5,434	5,509	5,575	4,985
Current assets					369
Other assets	1,389	1,431	306		3,038
Profit and loss (deficit)					
Total	$311,229	$322,183	$339,907	$412,218	$501,833

Please note date of information at end of each report.

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$139,000	$150,000	$150,000	$150,000	$150,000
Funded debt	136,000	150,000	150,000	150,000	300,000
Accrued interest	4,080	4,125	4,500	4,500	2,250
Loans				66,000	
Bills and acc. payable	25,520	9,873	17,341	9,100	4,009
Profit and loss (surplus)	6,629	8,185	18,066	32,618	45,573
Total	$311,229	$322,183	$339,907	$412,218	$501,833

DIVIDENDS, in 1893, 3 p. c.; in 1895, 1 p. c.; in 1896, 4 p. c.; in 1897, 2½ p. c. on $136,000, 2½ p. c. on $139,000; in 1898 and 1899 1¼ p. c. quarterly on $150,000; in 1900, 3¾ p. c. on $150,000; in 1901, 5 p. c. on $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T and girder rail; 25 motor cars; 450 H. P. station plan.; Bates and Knowlson & Kelly engines, West. dyamos and motors, Gilbert and Jones cars, Taylor and White trucks.

OFFICERS.—Pres. A. B. Colvin, Sec. Frank L. Cowles, Treas. Joseph A. Powers, Supt. F. W. Kinmouth.

DIRECTORS.—A. B. Colvin, Frank L. Cowles, J. A. Kellog, Wm. T. Cowles, Dan. P. DeLong, Jas. A. Holden, John H. Benham, Glens Falls, N. Y.; J. A. Powers, W. C. Colburn, M. M. Waterman. A. W. Powers, Troy, N. Y.; Thos. O'Connor, Waterford, N. Y.

GENERAL OFFICE, Glens Falls, N. Y.

REFERENCE.—Annual report, Vol. IX, Nov., '93, p. 777.

Date of information, Dec., 1901. b

Warren County Railroad Co.—This road is owned and operated by the Hudson Valley Ry. Co.

Date of information, Dec., 1901. b

GLOUCESTER, MASS.

Population in 1880, 19,329, in 1890, 24,651, in 1900, 26,121.

Gloucester Street Railway Co.—Chartered Jan. 12, 1886. This company, which leased and operated the property of the Gloucester & Rockport Street Ry. Co., was on Mar 3, 1900, with Gloucester, Essex & Beverly St. Ry. Co., consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern Street Ry. Co.), the capital stock of all these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $530,000; par value, $100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

OPERATION.—Year ending Sept. 30, Mar. 3,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass	$63,988	$63,087	$68,498	$71,252	$27,224
" other sources	789	3,311	2,073	2,066	1,003
" total	64,777	66,398	70,571	73,318	28,227
Operating expenses	42,439	38,634	47,387	64,826	25,839
Earnings from operation	22,337	27,764	23,184	8,492	2,388
Deductions from earn.					
Interest	6,471	7,306	7,566	7,881	3,925
Taxes	2,183	2,224	2,251	3,783	1,931
Rentals	1,800	1,800	1,800	1,650	774
Net income	11,883	16,435	11,567	*4,821	*4.242
Dividends paid	10,800	10,800	10,800	9,000	
To surplus account	1,083	5,635	767	*13,821	
Total surplus account	35,917	23,089	23,621	9,800	22,578

*Deficit.

DIVIDENDS.—in 1892-1895, 3 p. c.; in 1896, 1897, and 1898, 6 p. c.; in 1899, 5 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 4,984	$ 4,155	$ 3,593	$ 3,735	$ 4,809
Transportation expenses	26,995	30,163	28,031	28,679	31,076
Maintenance of way and bldgs	2,486	3,372	2,915	7,393	20,310
" " equipment	4,856	4,749	4,094	7,580	8,631
Total	$39,322	$42,439	$38,634	$47,387	$64.826

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,279,711	1,261,737	1,369,961	1,424,428
Car miles run	257,613	256,940	283,601	265,405
Total receipts per car mile	$.252	$.258	$.249	$.278
Operating exp. per car mile	.165	.150	.167	.244

BALANCE SHEET.—Dated Sept. 30, Mar. 3,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$172,246	$171,968	$172,093	$172,118	$541,192
" equipment	85,940	79,109	85,215	87,550	170,643
Land and buildings	59,844	59,633	75,464	77,306	161,272
Cash and current assets	10,192	14,782	10,607	10,927	5,647
Other assets	1,520	1,223	2,032	2,335	6,758
Total	$329,742	$326,714	$345,412	$350,236	$885,512

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital stock	$180,000	$180,000	$180,000	$180,000	$530,000
Funded debt	60,000	60,000	60,000	60,000	197,500
Loans and bills payable	50,500	59,175	77,300	94,361	111,550
Other liabilities	3,325	4,450	4,490	6,075	23,884
Profit and loss (surplus)	35,917	23,089	23,621	9,800	22,578
Total	$329,742	$326,714	$345,412	$350,236	$885,512

PLANT AND EQUIPMENT.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 55 motor cars; 12 snow plows; Walker, Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Charles Williams, Supt. H. N. Pedrick.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 480; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept. '98, p. 492.

Date of information, Feb., 1902. z

Gloucester, Essex & Beverly Street Railway Co.—Chartered in 1893; municipal franchises granted in 1894 and 1895; operation began Aug. 21, 1895. This company on Jan. 18, 1900, was consolidated with the Gloucester St. Ry. Co., which on Mar, 3, 1900, was consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern Street Ry. Co.), the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

OPERATION.—Year ending Sept. 30, Jan. 18,

	1896.	1897.	1898.	1899.	1900.
Receipts from passengers	$57,149	$57,943	$58,698	$61,118	$14,080
" other sources	1,115	699	337	250	.321
" total	58,264	58,642	59,036	61,368	14,401
Operating expenses	38,531	37,494	36,397	47,304	11,408
Earnings from operation	19,733	21,148	22,639	14,064	2,993
Deductions from earnings.					
Interest	3,715	8,377	8,104	8,645	1,955
Taxes	3,866	3,438	2,939	2,777	827
Net income	12,152	9.332	11,596	2,642	211
Dividends paid, 4 p. c.	10,000	5,000	7,500	none	none
To surplus account	2,152	4,332	4,096	2,642	211
Total surplus account	8,717	1,549	3,145	5,787	6,443

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
General expenses	$ 6,165	$ 6,519	$ 6,668	$ 6,399
Maintenance of way and bldgs	4,213	4,997	3,276	7,179
" " equipment	3,418	1,674	3,202	4,568
Transportation expenses	24,735	24,303	23,251	29,158
Total	$38,531	$37,494	$36,397	$47,304

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.
Passengers carried	1,114,245	1,121,333	1,156,243	1,227,110
Car miles run	304,085	338,015	355,932	348,632
Total receipts per car mile	$.192	$.174	$.166	$.176
Operating exps. per car mile.	.127	.111	.102	.135

BALANCE SHEET.—Dated Sept. 30, Jan. 18,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$272,164	$275.411	$275,478	$275,630	$275,630
" equipment.	51,827	54,134	55,168	56,863	59 098
Other permanent investments	69,211	69,289	70,706	70,763	70,719
Cash	6,636	9,677	7,718	8,254	2,682
Current assets	3,587				
Mater'l and supps.	3,273	3,524	4,098	4,098	4,084
Total	$406,698	$412,036	$413,167	$415,608	$412,213

LIABILITIES.	1896.	1897.	1898.	1899.	1900.
Capital Stock	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt		125,000	125,000	125,000	125,000
Current liabilities.	147,981	35,487	32,939	32,127	29,866
Accrued liabilities.			2,083	2,694	904
Profit & loss (surp)	8,717	1,549	3,145	5,787	6,443
Total	$406,698	$412,036	$413,167	$415,608	$412,213

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 50 lb. T and 90 lb. girder rail; 24 motor cars; 600 H. P. station plant; McIntosh & Seymour engines, Walker and Gen. Elec. dynamos and motors, Jackson & Sharp cars, Peckham trucks.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 482.

Date of information, Feb., 1901. z

GLOVERSVILLE, N. Y.

Population in 1880, 7,133, in 1890, 13,864, in 1900, 18,349.

Fonda, Johnstown & Gloversville Railroad Co.—Chartered Jan. 17, 1867. Annual meeting third Wednesday in Jan. This is a steam railroad 33 miles in length, operating from Fonda to Northville and Broadalbin.

LEASED ROADS.—The company operates the property of the Johnstown, Gloversville & Kingsboro Horse R. R. Co. under a 999 year lease, dated Nov., 1893, and in consideration therefor pays the lessor company a rental equivalent to fixed charges and a dividend of 8 p. c. on the capital stock ($50,000).

The company also operates the property of the Cayadutta Electric R. R. Co., under a lease for 999 years, and in consideration, therefor guarantees the principal and interest of the lessor's mort gage bond.

The company also operates the property of the Gloversville & Broadalbin R.R. Co., under a lease dated Aug. 1, 1895, for 999 years, the lessee to pay 5 p. c. on $30,000. In 1900 this company also secured control of the capital stock of the Amsterdam Street Ry. Co., of Amsterdam, New York.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—Total authorized, June 30, 1901, $1,500,000, issued, $1,100,000, as follows:

Consolidated mortgage 6 p. c. coupon bonds, authorized and issued, $200,000; dated Apr. 1, 1881, due 1921; denom. $100, $500 and $1,000; int. payable Apr. and Oct. at office of Importers' & Traders' National Bank, of New York.

First consolidated refunding 4½ p. c. mortgage bonds, authorized, $700,000, issued, $500,000; dated July 1, 1897, due 1947; int. payable Jan. and July at office of the New York Security and Trust Co. of New York City, trustee of mortgage.

Fifty year general refunding 4 p. c. mortgage gold bonds, authorized, $1,500,000, issued, $400,000; coupon, but may be registered, dated July 1, 1900, due 1950; denom. $1,000; int. payable Jan. and July, at office of the New York Security & Trust Co., trustee of mortgage. Of these bonds $700,000 are reserved to retire prior liens, and the remainder ($400,000) is available for improvements, etc.

The company has guaranteed the principal and interest of the following bond issues of allied corporations:

Johnstown, Gloversville & Kingsboro Horse R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1893, due 1913; int. payable Jan. and July.

Cayadutta Electric R. R Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $350,000; coupon, but may be registered; Oct. 1, 1892, due 1922; denom. $1,000; int. payable Apr. and Oct. at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cayadutta Electric R. R. Co.'s first consolidated refunding 5 p. c. mortgage bonds, authorized, $600,000, issued $200,000; held in escrow to redeem prior liens, $350 000, held in treasury for future improvements, $50.000; dated May 1, 1900, due 1940; denom. $1,000; int. payable May and Nov. at office of New York Security and Trust Co., trustee of mortgage.

OPERATION.—Including the operation of all leased companies.

Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass...	$114,041	$118,295	$133,239	$151,800	$162,458
" freight.....	117,156	123,458	143,000	156,093	170,329
" other sources	15,788	14,900	10,835	11,047	12,139
" total.....	246,985	256,653	287,074	318,940	344,927
Operating expenses..	143,425	161,622	192,389	225,707	248,545
Earnings from oper'n.	103,560	95,031	94,685	93,233	96,382
Inc. from other sr'ces.		4,601	11,994	22,784	58,968
Gr. inc. fr. all sources.		99,632	106,679	116,017	155,349
Deduc. from earn'gs.					
Interest on bonds...	33,000	38,513	38,992	37,477	48,622
" floating debt.	1,553	836	1,618	3,196	7,075
Taxes.....	14,834	12,990	11,361	13,356	13,865
Rentals.....	29,600	29,600	29,600	34,376	35,487
Other deductions.....	1,281				
Net income.....	23,292	17,693	25,108	27,612	50,301
Dividends paid.....	15,000	21,000	24,000	24,000	48,000
To surplus account...	8,292	*3,307	1,108	3,612	†2,301
Total surplus account.	207,015	203,708	204,816	253,924	253,486
Dividends paid p. c...	5	7	8	8	8

* Deficit. † Less $2,739 charged off.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road...	$ 856,883	$ 864,106	$ 865,750	$ 865,750	$ 887,117
" equip..	113,666	113,666	128,839	135,939	134,609
Other perman't investments..		54,592	92,437	722,059	904,571
Current assets.	94,167	166,945	150,212	79,909	258,192
Real estate....	31,245	24,022			130,911
Cash.....	2,657	6,741	9,785	17,717	40,033
Other assets...	79,452				53,940
Total.....	$1,178,070	$1,230,072	$1,247,023	$1,821,374	$2,409,373
LIABILITIES.					
Capital stock..	$ 300,000	$ 300,000	$ 300,000	$ 600,000	$ 600,000
Funded debt...	600,000	630,000	650,000	650,000	1,100,000
Bills payable...	52,464		57,877	180,000	340,000
Accts. " ...				48,869	76,145
Other liabilities	18,592		22,239	26,024	9,592
Cur. liabilities..		96,364	12,091	62,557	30,150
Profit and loss (surplus).....	207,015	203,708	204,816	253,924	253,486
Total.....	$1,178,070	$1,230,072	$1,247,023	$1,821,374	$2,409,373

PLANT AND EQUIPMENT.—Miles of track, steam, 37.59, electric divisions, 19.13, total 56.72; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T and 90 lb. girder rail.

OFFICERS.—Pres. & Gen. Man. J. Ledlie Hees, Sec. & Treas. George M. Place, Supt. Elec. Div. C. Banker.

DIRECTORS.—James Stewart, John G. Ferres, James I. Younglove, Johnstown; J. L. Hees, Fonda; Geo. M. Place, Z. B. Whitney, A. J. Zimmer, S. H. Shotwell, G. Levor, Erastus Darling, Gloversville; George F. Moore, Chauncey M. Depew, New York City; J. S. Friedman, Albany, N. Y.; Wm. Harris, Northville, R. T. McKeever, Houghton, Mich.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Jan., 1902. z

Cayadutta Electric Railroad Co.—This is now the electric division of the Fonda, Johnstown & Gloversville R. R. Co. Chartered Feb. 27, 1892, and leased May 1, 1894, to Fonda, Johnstown & Gloversville R. R. Co. for a rental equivalent to the net earnings of the lessor. Lessee guarantees principal and interest of bonds, and agrees to pay to lessor net earnings up to 4 p. c. on capital stock per year. Annual meeting Sept. 19. This road is being extended to Tribes Hill and the Amsterdam Steam R. R. from Tribes Hill to Akin, through Amsterdam to Schenectady, making a through line from Gloversville and Johnstown to Schenectady. A large central station for the operation of both roads is being built at Tribes Hill.

CAPITAL STOCK, authorized, $350,000, issued, $340,210.

FUNDED DEBT, $550,000. (See Fonda, Johnstown & Gloversville R. R. Co.)

In Mar., 1902, the company applied to the Railroad Commissioners for permission to issue $1,000,000 of bonds, to be used for retiring outstanding bonds and making extensions to the road.

OPERATION.—Included in report of Fonda, Johnstown & Gloversville.

PLANT AND EQUIPMENT.—Miles of track (electric), 19.13; gauge, 4 ft. 8½ in.; 51½ lb. and 80 lb. girder and T rail; 23 cars, of which 22 are motor cars and 1 trail car; Russell engines, Gen. Elec., West. dynamos and motors, Brill and Gilbert cars.

OFFICERS.—Same as Fonda, Johnstown & Gloversville R. R. Co.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Mar., 1902. z

Mountain Lake Electric Railroad Co.—Chartered Mar. 11, 1896. Annual meeting Mar. 20.

CAPITAL STOCK, authorized, $600,000, issued, $39,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $26,000; dated Jan. 1, 1900, due 1930, payable Jan. and July.

BALANCE SHEET.—Year ending June 30, 1901.

Assets.		Liabilities.	
Cost of road.....	$81,958	Capital stock.....	$39,000
Cash.....	1,778	Funded debt.....	26 600
Profit and loss (deficit)...	2,492	Current liabilities.....	20,628
Total.....	$86,228	Total.....	$86,228

PLANT AND EQUIPMENT.—Miles of track (electric), 4.63; 5 cars.

OFFICERS.—Pres. H. M. Shaw, Sec. Nelson H. Anibal, Treas. Joseph R. Baker, Supt. Alfred J. Keith.

DIRECTORS.—Samuel Elmer, Alfred J. Keith, Park Haggart, Jas. J. Washburn, Nelson H. Anibal, Joseph R. Baker, Gloversville, N. Y.; John M. Maroin, New Haven, Conn.; Theodore Schiess, Brooklyn, N. Y.

GENERAL OFFICE, Gloversville, N. Y.

Date of information, Sept., 1901. b

GRAND HAVEN, MICH.

Population in 1880, 4,862, in 1890, 5,023, in 1900, 6,500.

Grand Haven Street Railway Co.

CAPITAL STOCK, $25,000, paid in, $10,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 2; gauge, 4 ft. 8½ in., 35 lb. T rail, 2 Baldwin locomotives, 4 cars.

OFFICERS.—Pres. Geo. W. Jenner, V. Pres. S. H. Royce, Sec. G. B. Parks, Treas. & Gen. Man. S. L. Munroe.

Date of information, Mar., 1902. z

GRAND ISLAND, NEB.

Population in 1880, 2,963, in 1890, 7,536, in 1900 7.554.

Street Railway of Grand Island.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. and 30 lb. T rail; 40 horses, 7 horse cars; Waterloo cars.

OFFICERS.—Pres. H. J. Joehnk, V. Pres. Treas. & Gen. Man. H. C. Joehnk, Sec. H. T. J. Fuehrman.

Date of information, Mar., 1901. x

GRAND JUNCTION, COL.

Population in 1890, 2,030, in 1900, 3,593.

Grand Junction Street Railway Co.—This road is owned and operated by the City of Grand Junction.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.75; gauge, 3 ft.; 30 lb. T rail; 2 horses, 2 cars.

OFFICE, City Clerk, City Hall.

Date of information, Mar., 1902. z

GRAND RAPIDS, MICH.

Population in 1880, 32,016; in 1890, 60,278; in 1900, 87,565.

Grand Rapids Railway Co.—This company is a reorganization in Mar., 1900, of the Consolidated Street Ry. Co. of Grand Rapids, which was chartered 1891; franchises granted Apr. 24, 1891, for 30 years. Annual meeting fourth Tuesday in Jan. The company owns and operates the entire street railway system of Grand Rapids and vicinity, except the interurban railways.

Capital Stock.—Common stock, authorized and issued, $2,000,000; par value, $100 per share.

Preferred stock, 5 p. c. cumulative, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,500,000, issued, $2,500,000, in treasury, $1,000,000 (see Note); dated June 1, 1900, due 1916; int. payable June and Dec., at office of New York Security & Trust Co., trustee of mortgage.

Note.—$1,000,000 of bonds are reserved for future permanent improvements at 85 p. c. of their cost, to be issued only when the net earnings are twice the amount of interest charges on the bonds outstanding, including those to be issued. Sinking fund of 1 p. c. per annum from Oct., 1905, to 1910, and 2 p. c. thereafter. Bonds not subject to call.

Plant and Equipment.—Miles of track (electric), 54.2; gauge, 4 ft. 8½ in.; 66 lb. to 80 lb. girder and T rail; 4 horses, 180 cars, of which 140 are motor cars and 40 trail cars; 2,000 H. P. Allis, Corliss and Wheelock engines, West. and Edison dynamos, Gen. Elec. and West. motors, Pullman, Brill, St. Louis, Brownell, Ellis, Jewett and own cars.

Officers.—Pres. C. M. Clark, 1st V. Pres. L. J. Rindge, 2d V. Pres. Gen. Man. & Pur. Agt. G. S. Johnson, Sec. & Treas. B. S. Hanchett, Jr., Asst. Sec. C. Ford Stevens, Supt. of Const. D. Campbell, Supt. of Trans. J. C. Madigan, Ch. Engr. Power Station A. C. Ogilby, Mast. Mech. W. W. Annable.

Directors.—Lester J. Rindge, Wm. Judson, J. Boyd. Pantland, C. M. Clark, G. S. Johnson, John A. Covode, Anton G. Hodenpyl, Thos. F. Carroll, Wm. H. Anderson.

General Office, Lyon St.

Power Station, So. Market St., Grand Rapids, Mich.

References.—Description of power plant, Vol. VIII, June, '92, p. 373; operating detail, Vol. XII, Aug., '96, p. 476; description of parks (brief), Vol. XIII, Mar., '97, p. 149; description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1902. z

For map of road, see page 112.

The Grand Rapids, Grand Haven & Muskegon Railway Co.—This company was organized on Mar. 7, 1899, to construct an electric railway connecting the cities named in title. The new line is to be built largely on private rights of way, and is expected to be in operation early in 1902.

Capital Stock, authorized, $1,200,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $1,250,000, in treasury, $250,000; dated July 1, 1901, due 1926; denom. $1,000; int. payable Jan. and July, at office of Standard Trust Co., New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 39; gauge, 4 ft. 8½ in.; 70 lb. rail; West. generators and motors; 19 motor cars, Barney & Smith cars.

Officers.—Pres. James D. Hawks, V. Pres. Thomas F. Carroll, Sec. Wallace Franklin, Treas. Carl M. Vail, Passaic, N. J.

Directors.—J. D. Hawks, Wallace Franklin, Detroit, Mich.; T. F. Carroll, Grand Rapids, Mich.; H. J. Conant, Montclair, N. J.; W. W. Churchill, New York.

General Office, Grand Rapids, Mich.

Date of information, Feb., 1902. z

Grand Rapids, Holland & Lake Michigan Rapid Railway.—This company was organized to construct an electric railway, and purchased the lines and franchises of the Holland & Lake Michigan Ry. and the Saugatuck, Douglass & Lake Shore Ry.

Capital Stock, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000; dated 1900, due 1925; denom. $500 and $1,000; int. payable at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 17; 10 cars; Ball & Wood 750 H. P. Corliss engine, West. 3-phase 500 K. W. alternators, Lorain motors, Jewett and Kuhlmann cars, Peckham trucks.

Officers.—Pres. Jno. Winter, V. Pres. Benjamin S. Hanchett, Jr., Sec. H. M. Lau, Treas. O. H. Lau.

General Office, Holland, Mich.

Reference.—Incorporation Vol. XVI, Mar. 3, '00 p. 236.

Date of information, Mar., 1902. x

Grand Rapids, Kalamazoo & South Haven Traction Co.—This road is under construction.

Officers.—Pres. John J. Patterson, V. Pres. W. H. Patterson, Sec. F. H. Williams, Treas. J. G. Zook, Ch. Engr. M. Van Horlingen.

General Office, Grand Rapids, Mich.

Date of information, Mar., 1902. z

South Grand Rapids Street Railway Co.—Municipal franchise granted 1889, for 30 years. Annual meeting Nov. 1.

Capital Stock, $8,900.

Funded Debt.—None.

Plant and Equipment.—Miles of track, (horse,) 1.75; gauge, 4 ft. 8½ in.; 30 lb. rail.

Officers.—Pres. Chas. Fox, Sec. & Treas. P. T. Cook.

Directors.—Chas. Fox, A. V. Mann, C. T. Hills, P. T. Cook.

General Office, Michigan Trust Co. Bldg.

Date of information, Mar., 1902. z

GREAT FALLS, MONT.

Population in 1890, 3,979, in 1896 (census), 11,300, in 1900, 14,930.

Great Falls Street Railway Co.—Chartered Apr., 1890, for 20 years.

CAPITAL STOCK, authorized, $200,000, issued $100,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized $500,000; issued, $246,500; dated June 1, 1891, due 1905; int. payable June and Dec., at office of Massachusetts Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Total receipts	$29,244	$47,397	$42,750
Operating expenses, including taxes	27,587	43,760	39,659
Earnings from operation	1,657	3,637	3,091

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T and girder rail; 16 cars; Gen. Elec. dynamos and motors, Northern cars, McGuire trucks; rent power.

OFFICERS.—Recr. & Supt. W. D. Dickinson, Pres. A. S. Bigelow, Boston; V. Pres. H. H. Stevens, Boston, Mass.; Sec. & Treas. W. J. Ladd, Boston; Ch. Engr. of Power Station, G. H. Jay.

REFERENCE.—Description of road, Vol. IX, Apr., '93, p. 251 (ill).

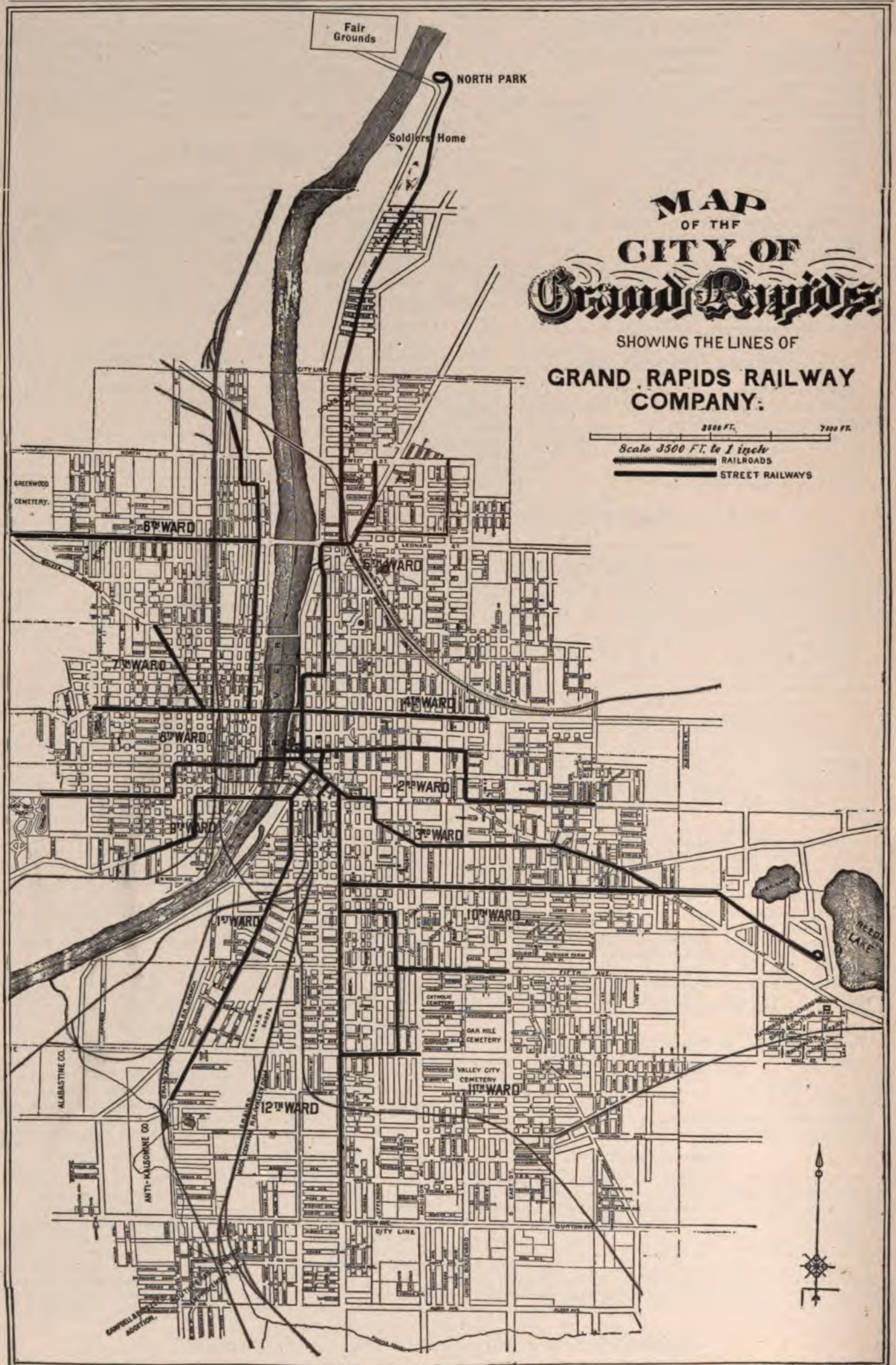
Date of information, Mar., 1902. z

GREEN BAY, WIS.

Population in 1880, 7,464, in 1890, 9,069, in 1900, 18,684.

Fox River Electric Railway & Power Co.—This company is a reorganization of the Fox River Electric Ry. Co., which was sold at receiver's sale, Jan., 1899. In Jan., 1900, the new company purchased the McCartney Electric Ry. Co. of West Green Bay.

CAPITAL STOCK.—Common, authorized, $25,000, issued, $20,600; preferred 5 p. c. cumulative, authorized, $125,000, issued, $124,900; par value of each, $100 per share.


Fair Grounds
NORTH PARK
Soldiers' Home
MAP
OF THE
CITY OF
Grand Rapids
SHOWING THE LINES OF
GRAND RAPIDS RAILWAY COMPANY.
3500 FT.
7000 FT.
Scale 3500 FT. to 1 inch
RAILROADS
STREET RAILWAYS
GREENWOOD CEMETERY.
6TH WARD
5TH WARD
7TH WARD
8TH WARD
4TH WARD
2ND WARD
3RD WARD
9TH WARD
1ST WARD
10TH WARD
11TH WARD
12TH WARD
OAK HILL CEMETERY
VALLEY CITY CEMETERY
CATHOLIC CEMETERY
ALABASTINE CO.
ANTI-KALSOMINE CO.
CITY LINE
FIFTH AVE.
REEDS LAKE

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $120,050; coupon, but may be registered; dated July 1, 1899, due Jan., 1919; denom. $50, $500 and $1,000; int. payable Jan. and July, at office of Milwaukee Trust Co., of Milwaukee, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 45 lb. T and 78 lb. girder rail; 15 motor cars and 7 trail cars, Ball & Wood engines, West. Gen. Elec. and Detroit dynamos, West. motors, Brill, St. Louis, and Jackson & Sharp cars, McGuire trucks.

OFFICERS.—Pres. H. S. Eldred, Milwaukee; V. Pres. A. M. Murphy, Sec. B. L. Parker, Treas. & Gen. Man. Mitchell Joannes, Supt. & Pur. Agt. C. F. Goodrich, Ch. Engr. of Power Station J. S. Kresge.

DIRECTORS.—H. S. Eldred, Mitchell Joannes, A. M. Murphy Frank Murphy, J. H. Elmore.

GENERAL OFFICE, 320 So. Washington St., Green Bay, Wis.

Date of information, Mar., 1902. z

GREENFIELD, MASS.

Population in 1880, 3,903, in 1890, 5,252, in 1900, 7,927.

Greenfield & Turner's Falls Street Railway Co.—Chartered Apr. 15, 1895. This road was placed in operation June 24, 1895. On June 1, 1896, this company purchased the property and franchises of the Montague Street Ry. Co.

CAPITAL STOCK, authorized, $130,000, issued, *$115,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $92,000; dated June 1, 1896, due 1916; denom. $500 and $1,000; int. payable June and Dec., at office of Beacon Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage, which was originally $100,000, provides that $2,000, with premium, shall be paid annually from 1897 to 1915, inclusive.

*Increased from $100,000, July, 1899.

OPERATION.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$33,678	$36,191	$37,973	$42,773
" other sources	907	872	2,011	2,092
" total	34,585	37,063	39,984	44,865
Operating expenses	22,069	22,395	21,962	27,205
Earnings from operation	12,516	14,668	18,022	17,660
Deductions from earnings.				
Interest on funded debt	4,900	4,800	4,700	4,600
" " floating debt	886	1,122	1,348	1,093
Taxes	1,440	1,878	1,943	2,388
Net income	5,291	6,868	10,031	9,579
Dividends paid	4,000	4,000	4,155	6,930
To surplus account	1,291	2,868	5,876	2,649
Total surplus account	6,535	9,403	16,576	6,823
P.c. op. exp. to total receipts.	63.8	60.1	54.9	60.6

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
General expenses	$ 4,509	$ 5,097	$ 4,056	$ 5,272
Main. of way and buildings	3,745	3,644	3,038	3,741
" " equipment	2,559	2,004	2,680	2,838
Transportation expenses	11,255	11,650	12,188	15,353
Total	$22,069	$22,395	$21,962	$27,205

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried	712,647	741,969	775,256	898,794
Car miles run	178,476	180,458	183,217	188,552
Total receipts per car mile	$.194	$.205	$.218	$.238
Operating expenses per car mile	.124	.124	.119	.144

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899	1900.	1901.
Cost of road	$158,250	$173,250	$173,360	$169,000
" equipment	32,078	32,078	32,078	30,649
Other perman't investments	26,180	26,180	26,180	26,000
Cash and current assets	586	1,095	3,453	705
Other assets	753	973	1,655	2,945
Total	$217,847	$233,576	$236,726	$229,299
LIABILITIES.				
Capital stock	$100,000	$100,000	$115,500	$115,000
Funded debt	96,000	94,000	92,000	90,000
Loans and notes payable	15,312	30,173	12,500	
Current liabilities			150	16,975
Profit and loss (surplus)	6,535	9,403	16,576	6,823
Total	$217,847	$233,576	$236,726	$229,299

PLANT AND EQUIPMENT.—Miles of track (electric), 15.07; gauge, 4 ft. 8½ in.; 48 lb. T. rail; 13 motor cars; 1 snow plow; Gen. Elec. dynamos and motors, Wason and Massachusetts cars; water power.

OFFICERS.—Pres. Fred. E. Pierce, Sec. & Treas. D. P. Abercrombie, Jr., Gen. Man. John A. Taggart.

GENERAL OFFICE, Greenfield, Mass.

Date of information, Dec., 1901. b

Greenfield & Deerfield Street Railway Co.—This road is under construction.

CAPITAL STOCK, $12,500.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 4,785	Capital stock	$12,500
Cash and current assets	8,641	Current liabilities	926
Total	$13,426	Total	$13,426

OFFICERS.—Pres. Fred. E. Pierce, Sec. & Treas. D. P. Abercrombie, Jr.

DIRECTORS.—F. E. Pierce, M. A. Coolidge, E. C. Crosby, B. E. Cook, C. W. Clapp, J. A. Taggart, D. P. Abercrombie, Jr.

Date of information, Dec., 1901. b

GREENSBURG, PA.

Population of Greensburg Borough and Hempfield Township in 1880, 8,786, in 1900, 14,150, of Jeannette, in 1900 (local estimates), 11,000.

Pittsburg, McKeesport & Greensburg Railway Co.—This company is a consolidation of the Westmoreland Ry. Co. and the Greensburg & Hempfield Electric St Ry. Co. The road goes from Irwin through Jeannette and Greensburg to Youngwood & Hunker. Extensions are proposed to Pitcairn for Pittsburg connections.

CAPITAL STOCK, authorized, $500,000. issued, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $250,000, held in treasury for future improvements, $250,000; dated Nov. 1, 1900, due 1930; denom. $100, $500 and $1,000; int. payable May and Nov., at office of Harrisburg Trust Co., trustee of mortgage.

OPERATION.—	July 11 to Dec. 31, 1900.	Year ending June 30, 1901.
Total receipts	$20,899	$44,309
Operating expenses	16,552	34,642
Earnings from operation	4,347	9,667
Deductions from earnings.		
Taxes		770
Net income		8,897

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip	$693,128	Capital stock	$500,000
Cash	2,023	Funded debt	227,800
Additions and betterm'ts.	65,757	Interest due and accrued.	6,953
		Additions and betterm'ts.	17,257
		Profit and loss (surplus).	8,898
Total	$760,908	Total	$760,908

PLANT AND EQUIPMENT.—Miles of track (electric), 34; gauge, 5 ft. 2½ in.; 65 lb. T and 85 lb. girder rail; 10 motor cars and 4 trail cars. Power supplied by the Irwin Electric Light & Power Co.

OFFICERS.—Pres. E. Bailey, V. Pres. & Treas. Robert McMeen, Gen. Man. & Pur. Agt. C. L. Brinser, Ch. Engr. H. D. Chapman.

DIRECTORS.—Edward Bailey, Lane S. Hart, B. F. Myers, Harrisburg, Pa.; E. C. Gibson Philadelphia, Pa.; Robt. McMeen, Mifflinstown, Pa.

GENERAL OFFICE, Greensburg, Pa.

Date of information, Dec., 1901. b

Greensburg & Hempfield Electric Street Railway Co.—This road has been consolidated with the Westmoreland Ry. Co., forming the Pittsburg, McKeesport & Greensburg Ry. Co.

GENERAL OFFICE, Huff Bldg., Greensburg.

Date of information, Jan., 1902. z

GREENVILLE, MISS.

Population in 1880, 2,191, in 1890, 6,655, in 1900. 7,642.

Greenville Light & Car Co.—Chartered in 1896 for 50 years. Municipal franchise granted 1896 in perpetuity. Annual meeting first Tuesday in May. This company does a general electric lighting, power and street railway business.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, issued, $50,000; dated 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of Chicago Trust Co., Chicago, trustee of mortgage. Bonds may be called for payment after ten years at 107 and accrued interest.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; 6 motor cars; 680 H. P. station plant; Gen. Elec. and West. dynamos, Steel motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. J. A. Gaboury, V. Pres. James Robertsham, Sec. & Treas. John D. Gaboury, Supt. & Elecn. E. Sawyer, Ch. Engr. D. H. Bowlin.

DIRECTORS.—J. A. Gaboury, J. D. Gaboury, James Robertsham, J. J. Hurty, W. Goldstein, C. P. Gaboury, R. T. Manson.

Date of information, Feb., 1902. z

GREENVILLE, S. C.

Population in 1890, 8,607, in 1900, 11,860.

Greenville Traction Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 9 cars.

OFFICERS.—Pres. J. S. Keen. Jr., V. Pres. George M. Bunting, Sec. H. Bayard Hodge, Treas. H. P. Keen, Man. & Pur. Agt. James H. Dawes, Supt. George H. Bliven, Ch. Engr. J. W. Ledoux, Ch. Elecn. J. P. Moran, Audr. W. H. Roth.

GENERAL OFFICE, 112 North Broad St., Philadelphia, Pa.

Date of information, Mar., 1902. z

GREENWICH, N. Y.

Population in 1880, 1,231, in 1890, 1,663, in 1900, 1,869.

Greenwich & Schuylerville Electric Railroad Co.—Chartered July 1, 1895. On Jan. 11, 1900, this company placed its road in operation between Schuylerville and Stillwater, and on June 17, 1900, the line between Stillwater and Greenwich was completed, connecting at Greenwich with the Greenwich & Johnsonville Ry., and at Stillwater with the Stillwater & Mechanicsville Electric Ry. This road is owned and operated by the Hudson Valley R. R. Co.

CAPITAL STOCK, authorized, $500,000, issued, $325,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July.

OPERATION.—Year ending June 30, 1901.

Gross receipts	$50,333
Operating expenses	33,663
Earnings from operation	16,670
Deductions from earnings.	
Interest	18,580
Taxes	1,443
Deficit	3,350
Total deficit	558

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	401,676
Tons of freight carried	5,488
Passenger car miles run	344,848
Freight and express car miles run	22,280

BALANCE SHEET.—Dated June 30.

ASSETS.	1900.	1901.
Cost of road and equip	$544,094	$893,458
Cash	331	1,885
Profit and loss (deficit)		558
Total	$544,425	$895,900

LIABILITIES.		
Capital stock	$200,000	$325.000
Funded debt	325,000	500,000
Loans	10,000	
Sundries	6,625	6,900
Accounts payable		64,000
Profit and loss (surplus)	2,800	
Total	$544,425	$895,900

PLANT AND EQUIPMENT.—Miles of track (electric), 32.11; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 electric locomotive, 4 motor cars and 6 trail cars.

OFFICERS.—Pres. Albert E. Powers, Troy, N. Y.; Sec. & Treas. A. W. Powers, Lansingburgh, N. Y.; Supt. Jno. Mahoney, Stillwater, N. Y.

DIRECTORS.—A. E. Powers, A. W. Powers, Chas. H. Dauchy, J. A. Powers, W. C. Grosbeck, W. C. Colburn, Lansingburgh. N. Y.; Jno. W. Herbert, N. Y. City; Thomas O'Connor, Waterford, N. Y.; A. B. Colvin, Glens Falls, N. Y.

GENERAL OFFICE, Greenwich, N. Y.

Date of information, Dec., 1901. b

GUELPH, ONT.

Population in 1890, 9,890, in 1898, 11,500.

Guelph Railway Co.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 56 and 60 lb. T rail; 6 motor cars, 3 trail cars; 2-100 H. P. boilers, 1-150 H. P. engine; 1-110 K. W. generator; Can. Gen. Elec. motors.

OFFICERS.—Pres. Geo. Sleeman, Sec. & Treas. E. A. Sleeman.

GENERAL OFFICE, Guelph, Ont.

Date of information, Mar., 1902. z

HACKENSACK, N. J.

Population in 1880, 4,248, in 1890, 6,004, in 1900, 9,443.

The New Jersey & Hudson River Railway & Ferry Co.—This company was incorporated under the laws of New Jersey, Feb. 27, 1900, as a consolidation of the Bergen County Traction Co., the Ridgefield & Teaneck Ry. Co. (which was incorporated Feb. 17, 1900), the Riverside & Fort Lee Ferry Co. and the Highland Improvement Co., these companies having been controlled for some years by the same interests. This company has made some important improvements in both the railway and ferry service, which include additions to the power house equipment, new double truck open cars, and has built new double ferry slips in New York City, and an amusement park on the Palisades opposite the city. The extension of the line to Hackensack was opened June 21, 1900.

CAPITAL STOCK, authorized, $1,750,000; common, authorized, and issued, $1,000,000; preferred 6 p. c., non-cumulative, authorized, $750,000, issued, $450,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,100,000; dated Mar. 1, 1900, due 1950; denom. $1,000; coupon, but may be registered; subject to call at 110 after Mar. 1, 1905; int. payable at office of United States Mortgage & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1900.	1901.
Receipts from passengers	$68,064	$82,492
" " other sources	20,831	21,097
" total	88,895	103,589
Operating expenses	42,301	43,488
Earnings from operation	46,594	60,101
Dividends		22,500
Surplus		37,601

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 70 lb. T rail; 23 motor cars; Gen. Elec. generators and motors, American cars.

OFFICERS.—Pres. A. Merritt Taylor, 1st V. Pres. W. H. Clark, 2d V. Pres. & Gen. Man. Frank R. Ford, Sec. & Treas. W. N. Barrows, Gen. Supt. of Railway F. W. Bacon, Supt. of Ferry E. W. Lawson.

DIRECTORS.—A. M. Taylor, W. H. Clark, Jos. De F. Junkin, S. D. Page, C. T. Colladay, Philadelphia, Pa.; J. C. Young, Jersey City, N. J.; George W. Young, G. H. Davis, Geo. W. Bacon, F. R. Ford, New York City; Chas. N. Black. Morristown, N. J.

GENERAL OFFICE AND POWER STATION, Edgewater, N. J.

REFERENCES.—Extensions of Bergen County Traction Co., Vol. XVI, Feb. 3, '00, p. 114 (ill.); important new work, Vol. XVI, Sept. 1, '00, p. 836 (ill.); description of park, Vol. XVII, May 4, '01, p. 555 (ill.).

Date of information, Feb., 1902. b

HAGERSTOWN, MD.

Population in 1880, 6,627, in 1890, 10,118, in 1900, 13,591.

Hagerstown Railway Co.—Charter and municipal franchise granted Mar. 12, 1896, for 40 years. Annual meeting fourth Friday in Jan. Since March 1, 1898, this company has been in control of the electric lighting system of Hagerstown, and a new station of the consolidated interests has just been completed.

CAPITAL STOCK, authorized and issued, $200,000; par value $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized $200,000, issued, $150,000; dated May 1, 1896, due 1916; denom. $100 and $500; int. payable Feb. and May, Aug. and Nov., at office of Commonwealth Guaranty Trust & Safe Deposit Co., of Harrisburg, Pa., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb. and 68 lb. T and girder rail; 12 cars, of which 9 are motor cars and 3 trail cars; Harrisburg Foundry & Machine Works engines, 1.100 H. P. station plant; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. Christian W. Lynch, V. Pres. Donald C. Halderman, Sec. & Supt. W. C. Hepperle, Treas. Wm. Jennings, Ch. Engr. J. Lesher.

DIRECTORS.—Christian W. Lynch, J. I. Bitner, J. Clarence Lane, Wm. Jennings, Harry Jennings, W. C. Hepperle, E. W. Mealy.

GENERAL OFFICE, Public Square, Hagerstown, Md.

REFERENCE.—Description of power plant, Vol. XV, Feb., '99, p. 93 (brief).

Date of information, Nov., 1901. d

Hagerstown & Boonsboro Railway Co.—This company carries freight and passengers.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; 2 cars. Rent power.

OFFICERS.—Pres. C. W. Lynch, V. Pres. J. Clarence Lane, Sec., Supt. & Ch. Elecn. W. C. Hepperle, Treas. Wm. Jennings.

Date of information, Jan., 1902. d

HALIFAX, N. S.

Population in 1881, 36,100, in 1891, 38,556, in 1901 (local estimate), 41,500.

Halifax Electric Tramway Co., Ltd.—Charter and municipal franchise granted Mar. 20, 1895, in perpetuity. Annual meeting second Monday in Feb. This company owns all the property and franchises of the Nova Scotia Power Co., Ltd., the Halifax Street Ry. Co. and the Halifax Illuminating & Motor Co. The franchises of the company embrace the right to operate the electric railway, (described below) and to carry on an electric lighting and motor business. The street railway franchise is exclusive for 20 years. Operation commenced in Feb., 1896. This company owns the lighting plant of the city, including 23,343 incandescent and 309 arc lights, pole lines, stations, etc.

CAPITAL STOCK, authorized and issued, $800,000, with power to increase to $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, authorized and issued, $600,000; dated Oct. 1, 1895, due Jan. 1, 1916; denom. $1,000; int. payable Jan. and July, at office of Bank of Nova Scotia, of Halifax and Montreal; trustee of mortgage, Eastern Trust Co., of Halifax.

NOTE.—The first mortgage bonds may be called for payment in 1900 at 105 and accrued interest.

OPERATION.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers	$119,468	$119,963	$135,174	$137,195
" other sources	78,361	83,972	97,593	114,449
" total	197,829	203.935	232,766	251,644
Operating exp. and taxes	113,081	112,137	128,135	142,412
Earnings from operation	84,748	91,798	104,632	109,232
Deductions from earnings.				
Interest on bonds	30,000	30,000	30.000	30,000
Net income	54,748	61,798	74,632	79,232
Dividends paid	48,000	40,000	40.000	40,000
Surplus	6,748	21,798	34,632	39,232
Total surplus account	50,748	30.375	107,178	22,284
Per cent. op. exp. to total rec.	59.0	55.1	55.0	56.8

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	1900.	1901.
Passengers carried	2,419,268	2,616,231	2,968,811	3,037,268
Car miles run	593,608	613,942	612,149	634,945
Gross receipts per car mile	$.333	$.330	$.380	$.396
Op. exp. per car mile	.190	.183	.209	.224

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.. / Other permanent invest.	$1,385,135	$1,400,000	$1,400,000	$1,400,000
Cash assets	34,592	41,407	51,062	34,133
Bills and acc'ts rec'v'ble.	17,003	14,786	21,243	23,157
Material and supplies	8,138	6,712	10,080	9,591
Other assets	7,889	11,148	6,927	12,319
Construction	48,600		72,471	
Total	$1,501,367	$1,474,053	$1,561,782	$1,479,200
LIABILITIES.				
Capital stock	$800,000	$800,000	$800,000	$800,000
Funded debt	600,000	600,000	600,000	600,000
Accrued Interest	15,000	15,000	15,000	15,000
Bills and acc'ts payable.	*33,344	27.725	28,456	30 757
Other liabilities	2,275	953	11,148	11,159
Profit and loss (surplus).	50,748	30,375	107,178	22,284
Total	$1,501,367	$1,474,052	$1,561,782	$1,479,200

*Dividend due Jan. 1, $12,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13.15; gauge, 4 ft. 8½ in.; 60 lb. Johnson T and 80 lb. Johnson girder rail; 42 cars, of which 36 are motor cars and 6 trail cars; 1,500 H. P. lighting plant, 1250 H. P. railway plant; Robb and Rice & Sargent engines, Can. Gen. Elec. and Walker dynamos, Can. Gen. Elec. 800 and 1,000 motors, Rhodes & Curry cars, Peckham trucks.

OFFICERS.—Pres. David MacKeen, V. Prests. John Y. Payzant, and W. B. Ross, Sec. W. J. DeBlois, Gen. Man. F. A. Huntress.

DIRECTORS.—Hon. David Mackeen, Jno. Y. Payzant, W. B. Ross, J. Mackintosh, Abner Kingman, Frank Paul, H. S. Pool.

GENERAL OFFICE, Lower Water St., Halifax, N. S.

REFERENCES.—Increase of bonds, Vol. IX, Mar., '93, p. 197; elec. system, Vol. XVI, May 5, '00, p. 357 (3 pp. ill. & map).

Date of information, Mar., 1902. z

HAMBURG, N. Y.

Population in 1880, 758, in 1890, 1,331, in 1900, 1,683.

Hamburg Railway Co. Chartered Mar. 8, 1895, to construct an electric railway from a connection with the Buffalo Railway at the city line to Blasdell, Woodlawn Beach and Hamburg, principally for summer traffic. Annual meeting second Wednesday in Mar.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated May 1, 1901, due 1921; int. payable May and Nov.

OPERATION.—Year ending

	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	Dec. 31, 1901.
Total receipts	$3,145	$3,277	$3,010	$4,065	$21,932
Operating expenses	4,829	3,797	3,780	5,040	5,980
Deficit from operation.	1,684	520	770	975	*15,952
Int. on funded debt, due and accrued	300	1,078	950	600	
Taxes			105	132	250
Deficit	1,984	1,578	1,825	1,707	*15,702
Total deficit	1,984	3,582	7,907	9,614	

*Surplus.

BALANCE SHEET.—Dated

ASSETS.	June 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	Dec. 31, 1901.
Cost of road	$35,416	$36,603	$36,603	$63,710	$420,512
" equipment	14,403	15,402	15,402		
Cash and current liabil.	52				229
Material and supplies	1,800				
Profit and loss (deficit)	1,984	3,582	7,907	9,614	
Total	$53,654	$55,587	$59,912	$73,324	$420,741
LIABILITIES.					
Capital stock	$31,800	$31,800	$31,800	$50,000	$200,000
Funded debt	10,000	10,000	10,000	10,000	200,000
Loans and bills payable	4,544	9,169	13,147	12,724	
Interest on funded debt	282	1,290	1,500	600	
Accounts payable	7,028	3,528	3,465		1,644
Profit and loss (surplus)					15,702
Other liabilities					3,395
Total	$53,654	$55,587	$59,912	$73,324	$420,741

PLANT AND EQUIPMENT.—Miles of track, 3; 60 lb. rail; 4 motor cars.

OFFICERS.—Pres. William J. Conners, Buffalo, N. Y.; V. Pres. & Sec. Daniel W. Allen, Buffalo, N. Y.; Treas. Jno. F. Burke, Supt. Thos. R. Kelly, Blasdell, N. Y.

DIRECTORS.—E. A. Georges, Adam Rebin, John F. Burke, Wm. J. Conners, E. F. Douglass, Buffalo, N. Y.; Fred. Green, Wm. H. Burke, Robt. V. Schelling, Daniel W. Allen.

GENERAL OFFICE, 726 Ellicott Sq., Buffalo, N. Y.

Date of information, Mar., 1902. z

HAMILTON, O.

Population in 1880, 12,122, in 1890, 17,565, in 1900, 23,914.

Southern Ohio Traction Co.—Chartered Apr., 1900. This company is the consolidation effected Feb. 24, 1900, of the Cincinnati & Hamilton Electric Street Ry. Co., the Dayton Traction Co. and the Cincinnati & Miami Valley Traction Co. and operates from Dayton through to College Hill, where connection is made with the system of the Cincinnati Street Ry. Co.

CAPITAL STOCK, authorized and issued, $2,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p.c. bonds, authorized, $2,000,000, issued, $1,050,000; in escrow to retire prior liens, $650,000; in treasury, $300,000; dated May 1, 1900, due 1925; denom. $1,000 coupon, but may be registered; int. payable May and Nov., at office of Cleveland Trust Co., trustee of mortgage, and at office of Standard Trust Co., of New York.

PRIOR LIENS.

Cincinnati & Hamilton Electric Street Ry. Co.'s First mortgage 6 p. c. gold bonds, authorized, $500,000, issued, $400,000; dated July, 1898, due 1918; denom. $500; int. payable Jan. and July at office of the American Trust Co., of Cleveland, O., trustee of mortgage.

Dayton Traction Co.'s first mortgage 5 p. c. gold coupon bonds; outstanding, $400,000; dated June 30, 1896, due 1916; denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

Debenture 6 p. c. coupon bonds, outstanding, $39,000; dated Mar., 1898, due 1913; denom. $1,000; int. payable at office of Finance Co. of Pennsylvania, of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Gross receipts	$240,317	$294,906	$337,741
Operating expense	137,200	154,364	182,954
Earnings from operation	103,117	140,542	154,787
Deductions from earnings	89,000	89,000	89,000
Net income	14,117	51,542	65,787
Dividends		15,000	45,000
To surplus account		34,202	20,787
Per cent. op. exp. to total receipts		52	54

PLANT AND EQUIPMENT.——Miles of track (electric), 52.5; gauge, 4 ft. 8½ in.; 31 motor cars; 8 Gen. Elec. generators of 2,100 K. W. total power.

OFFICERS.—Pres. Will Christy, 1st V. Pres. M. J. Mandelbaum, Treas. F. T. Pomeroy, Sec. & Asst. Treas. H. C. Lang, Gen. Man. F. J. J. Sloat, Audr. Chas. S. Thrasher.

DIRECTORS.—W. Christy, M. J. Mandelbaum, James Christy, Jr., Peter Schwab, A. E. Akins, F. T. Pomeroy, J. Mandelbaum, L. J. Wolf, W. H. Lamprecht, E. W. Christy, J. R. Nutt, O. V. Parrish.

GENERAL OFFICE, Hamilton, O.

POWER STATIONS, Symmes, Franklin, Busenback and Dwyer, O.

REFERENCE.—Description of road, Vol. XV, Feb., '99, p. 82 (ill.). Three cent fares effect. Vol. XVI, May, '00, p. 500.

Date of information, Mar., 1902. z

Cincinnati & Hamilton Electric Street Railway Co.—Chartered 1897, and road completed about December, 1898. On Feb. 24, 1900, this company was consolidated with the Cincinnati & Miami Valley Traction Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

REFERENCE.—Legal decision, Vol. XVII, May 18, '01, p. 595.

Date of information, Mar., 1902. z

Cincinnati & Miami Valley Traction Co.—Incorporated July, 1896, to carry passengers and freight. This is an interurban road extending from Hamilton, Overpeck, Trenton, Middletown, Franklin, and Miamisburg to Dayton. The company operates over the leased tracks of Dayton Traction Co., from Miamisburg to Dayton. In Feb., 1900, this company was consolidated with the Cincinnati & Hamilton St. Ry. Co. and the Dayton Traction Co., forming the Southern Ohio Traction Co.

REFERENCES.—Description of cars, Vol. XIII, July, '97, p. 439 (ill.); description of road, Vol. XIV, Mar., '98, p. 121 (ill.).

Date of information, Mar., 1902. z

Hamilton & Lindenwald Electric Transit Co.—Chartered Dec. 30, 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, $250,000, dated Dec. 1, 1901, due 1911; denom. $1,000; int. payable June and Dec., at office of Cleveland Trust Co. (trustee of mortgage), Cleveland, O., or Standard Trust Co., New York

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 40 lb. to 72 lb. T, grooved and girder rail; 25 cars, of which 17 are motor cars and 8 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Stephenson, American and Laclede cars.

OFFICERS.—Pres. W. C. Shepherd, V. Pres. O. V. Parrish, Sec. & Treas. H. C. Lang, Gen. Man. F. J. J. Sloat, Audr. C. S. Thrasher.

DIRECTORS.—W. C. Shepherd, O. V. Parrish, F. J. J. Sloat, Hamilton, O.; H. C. Lang. A. E. Feihl, Cleveland, O.

GENERAL OFFICE, Hamilton, O.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Jan., 1902. z

HAMILTON, ONT.

Population, in 1900, 60,000.

Hamilton Electric Light & Cataract Power Co., (Ltd.)—This company owns and operates the Hamilton Street Ry. the Hamilton and Dundas Ry., the Hamilton Radial Electric Ry. and the Hamilton Electric Light & Power Co., which were consolidated and acquired by the Cataract Power Co. of Hamilton (Ltd.), with the change of name above stated.

Date of information, Mar., 1902. z

Hamilton Street Railway Co.—Chartered 1873. New electric franchise dates from 1898. This property is owned and operated by the Hamilton Electric Light & Cataract Power Co. (Ltd.).

CAPITAL STOCK, $205,000.

FUNDED DEBT.—First mortgage, 4½ p. c. currency coupon bonds, $500,000; dated Dec. 22, 1898, due Dec. 22, 1928; denom. $1,000; int. payable June and Dec. at office of Bank of Commerce, Hamilton, Ont.; trustees of mortgage E. Martin and Geo. A. Cox.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 62 lb. and 69 lb. girder rail; 75 cars, of which 35 are motor cars and 40 trail cars, Jones cars, power leased.

OFFICERS.—Pres. Hon. J. M. Gibson, V. Pres. Jno. Dickenson. Sec. John Patterson, Gen. Man. Wm. C. Hawkins, Traction Man. C. K. Green, Pur. Agt. J. B. Griffith.

DIRECTORS.—Hon. J. M. Gibson, John Dickenson, John Moodie, John Patterson, J. A. Kammerer, J. W. Sutherland, E. P. Smith.

GENERAL OFFICE, 96 N. James St., Hamilton, Ont.

REFERENCES.—Increase of stock, Vol. IX, Mar., '93, p. 197; description of road, Vol. XI, Souv., '95, p. 35 (ill.).

Date of information, Mar., 1902. z

Hamilton & Dundas Street Railway.—This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 5 cars, of which 3 are motor cars and 2 trail cars; rent power.

OFFICERS.—Pres. John Dickenson, V. Pres. J. A. Kammerer, Sec. John Patterson, Treas. John Moodie, Man. C. K. Green, Pur. Agt. J. B. Griffith.

DIRECTORS.—John Patterson, John Moodie, J. A. Kammerer, John Dickenson, J. M. Gibson, A. B. Forbes, E. P. Smith.

GENERAL OFFICE, Hamilton, Ont.

Date of information, Mar., 1902. z

Hamilton Radial Electric Railway Co.— This property is owned and operated by the Hamilton Electric Light & Cataract Power Co., Ltd.

CAPITAL STOCK, authorized, $1,000,000, issued, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 cars, of which 8 are motor cars and 2 trail cars; Can. Gen. Elec. dynamos and motors, Patterson & Corbin, Crossen and Ottawa cars. Power leased.

OFFICERS.—Pres. John Patterson, V. Pres. J. M. Gibson, Sec. J. D. Cherrier, Treas. Jno. Moodie, Man. C. K. Green, Elecn. C. D. French.

GENERAL OFFICE, Cor. James and Gore Sts., Hamilton, Ont.

Date of information, Mar., 1902. z

Hamilton, Grimsby & Beamsville Electric Railway Co.—Chartered in 1892, in perpetuity, by special act of legislature. Annual meeting fourth Wednesday in Jan. Commenced operation Oct. 18, 1894.

CAPITAL STOCK, authorized, $200,000, issued, $113,300.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued, $85,000; dated Nov. 1, 1894, due May 1, 1924; denom. $500; int. payable at office of Imperial Bank of Toronto; trustees of mortgage, A. E. Jarvis and D. R. Wilkie.

OPERATION.—Year ending Dec. 31,	1896.	1897.	1898.	1899.
Receipts from passengers	$35,278	$34,163	$30,060	$34,035
" other sources		8 839	12,676	10,635
" total	35,278	43,002	42,736	44,670
Operating expenses	24,122	22,160	26,926	27,730
Earnings from operation	11,156	20,842	15,810	16,940
Deductions from earnings.				
Interest		3,188	6,621	6,402
Taxes		241	574	
Rentals		160		
Net income		17,253	8,615	10,538
Dividends paid		5,665	5,665	5,665
Surplus		11,588	2,950	4,873
Total surplus		28,943	31,449	35,472
P.c.op. exp. to total receipts		51.5	63.0	62.c

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1896.	1897.	1898.
Passengers carried	243,394	248,426	256,481
Car miles run	196,006	214,836	233,493
Total receipts per car mile	$.180	$.200	$.183
Operating expenses per car mile	.123	.103	.111

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1895.	1896.	1897.	1898.	1899.
Permanent way	$162,964	$200,623	$258,463	$265,232	
Real est. and bldgs.	25,774	25,904			
Overhead line	23,370	33,457			
Rolling stock	34,153	34,257			
Pwr. house equip.	24,056	24,197			
Tools & implements	1,500	1,591	1,637	1,775	
Material on hand	4,367	3,519	2,703	2,017	
Horse and wagon	110	250	250	268	
Furniture	588	710	722	752	
Outstanding freight	523	305		770	
Insurance unearned	509	510	94	233	
Open accounts	175	302			
Cash	1,135	815	286	263	
Other assets			538	850	
Total	$279,224	$326,440	$264,693	$272,160	$277,474
LIABILITIES.					
Capital stock	$108,085	$114,300	$113,300	$113,300	$113,300
Bonds and interest.	55,460	55,460	85,000	85,000	85,000
Mortgages	7,289	7,069	7,000	7,000	
Outstanding accts.	3,886	1,030	850	2,747	
Bills payable	9,821	45,063	27,400	28,900	
Wages	474	607		596	
Reserves	5,395	5,395		1,416	
Net profits	11,144	11,156			
Other liabilities			2,200	1,752	43,702
Surplus	77,671	86,361	28,943	31,449	35,472
Total	$279,224	$326,440	$264,693	$272,160	$277,474

PLANT AND EQUIPMENT.—Miles of track (electric), 23; gauge, 4 ft. 8½ in.; 50 lb. 65 lb. and 70 lb. girder and T rail; 8 motor passenger cars; 2 150 H. P. engines, 2 150 H. P. generators, Inglis engines and boilers, West. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. C. J. Myles, V. Pres. Wm. J. Harris, Sec. & Gen. Man. A. J. Nelles, Treas. R. S. Martin.

DIRECTORS.—A. H. Myles, C. J. Myles, W. J. Harris, Leopold Bauer, Robt. Ramsay, R. S. Martin, R. S. Morris.

GENERAL OFFICE, cor. Main and Catherine Sts., Hamilton, Ont.

REFERENCES.—Description of road, Vol. XI, Souv., '95, p. 38 (ill.); description of road, Vol. XIII, Feb., '97, p. 84.

Date of information, Feb., 1901. z

HAMMOND, IND.

Population in 1880, 699, in 1890, 5,428, in 1900. 12,376, in 1902, 16,000.

Hammond, Whiting & East Chicago Electric Railway Co.—Ordinance granted in 1892, for 25 years. This company owns the electric line connecting Roby, Whiting, East Chicago and Hammond, across the Indiana line adjoining Chicago. The road is operated in connection with the South Chicago City Ry., and through cars are run from 63d St. and Madison Ave. in Chicago, to Hammond, Ind.; through cars are also run from 63d St. and Madison Ave. to Whiting, Ind.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated Mar. 1, 1894, due 1904; int. payable Mar. and Sept., at Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 80 lb. T rail, 28 cars, of which 17 are motor cars and 11 trail cars; power furnished by the South Chicago City Ry. Co.

OFFICERS.—Pres. D. F. Cameron, V. Pres. D. M. Cummings, Sec. & Treas. O. S. Gaither.

DIRECTORS.—D. F. Cameron, O. S. Gaither, D. M. Cummings, Geo. L. Bradbury, V. Shaw Kennedy.

GENERAL OFFICE, 308 First National Bank Building, Chicago, Ill.

REFERENCE.—Recent extensions, Vol. XII, Dec., '96, p. 757.

Date of information, Mar., 1902. z

HANCOCK, MICH.

Population in 1900, 1,775.

Houghton County Street Railway Co.—Charter and municipal franchises granted 1899. Annual meeting, 2d Tuesday in Aug. This company has been organized to construct an electric railway from Hancock, Mich., and extending through the copper belt. Contracts have been made with Stone & Webster, Boston, Mass., and construction work was commenced in the spring of 1900, and in Nov. part of the line was in operation.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $300,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 motor cars; 750 H. P. Corliss direct comp. engine; 500 K. W. Gen. Elec. generator.

OFFICERS.—Pres. F. J. Bawden, Sec. Elliot Wadsworth, Treas. W. C. Forbes, Gen. Mans. Stone & Webster, 93 Federal St., Boston, Mass., Supt. George C. Towle.

DIRECTORS.—F. J. Bawden, C. A. Stone, E. S. Webster, W. Cameron Forbes, W. O. Chapman, R. L. McDuffie, W. H. Taylor.

GENERAL OFFICE, 93 Federal St., Boston, Mass.

POWER STATION, Houghton, Mich.

Date of information, Jan., 1901. z

HANNIBAL, MO.

Population in 1880, 11,074, in 1890, 12,857, in 1900, 12,780.

Hannibal Traction Co.—This company is the successor to the Hannibal Ry. Co. whose property and franchises were sold on June 1, 1899, to the Sutherland Construction & Improvement Co. of New York City.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail cars; Hamilton-Corliss engines; Gen. Elec. dynamos and motors, Jones and St. Louis cars, West. motors, Taylor trucks.

OFFICERS.—Gen. Man. J. S. Mainland.

GENERAL OFFICE, 300 Market St.

REFERENCE.—Change in ownership, Vol. XIII, May, '97, p. 315.

Date of information, Mar., 1902. z

Hannibal Railway & Electric Co.—It is reported that this company was organized in the interests of the Hannibal Traction Co., to make improvements and build extensions, of the older company.

CAPITAL STOCK, authorized and issued, $150,000.

INCORPORATORS.—E. D. Brewington, G. D. Clayton, E. P. Bowman, H. J. Beatty, J. K. Adams, W. S. Twiddy, R. C. Maroney,

Date of information, Mar., 1902. z

HANOVER, MASS.

Population, 1880, 1,897, in 1890, 2,093, in 1900, 2,151.

South Shore & Boston Street Railway Co.—This company is the successor to the Hanover Street Ry. Co., which, on July 15, 1899, was consolidated with the Braintree & Weymouth, the Bridgewater, Whitman & Rockland, the Hingham, including the Hull St. Ry. and the Rockland & Abington St. Ry. Co.'s, forming the new company. On Nov. 15, 1900, the new company was consolidated with the Brockton Street Ry. Co. (now the Old Colony Street Ry. Co.), the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, and issued, $865,000; par value, $100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—The figures here given are for the operation of the Hanover St. Ry. Co. to July 15, 1899, and of the South Shore & Boston Ry. for the year 1900.

	Year ending Sept. 30, 1897.	1898.	Ped. endg. July 15, 1899.	Yr. endg. Sept. 30, 1900.	Sept. 30, Nov. 21, 1900.
Rec'pts from passeng's.	$13,414	$13,286	$ 9,698	$241,874	$31,179
" other sources	41	374	216	1,889	606
" total	13,455	13,660	9,914	243,763	31,785
Operating expenses	14,591	12,111	9,587	200,139	28,957
Deficit from operation	1,136	1,549	327	43,624	2,828
Other deductions.					
Interest	968	1,330	755	35,040	4,531
Taxes	754	387	400	10,835	1,212
Miscel. charges	52				
Net deficit	2,910	167	828	2,251	2,915
Net adjustments to cred't of profit & loss acct.				21,230	
Total deficit	4,527	4,694	5,348	*13,120	*10,075

*Surplus.

Please note date of information at end of each report.

BALANCE SHEET.—Dated ——Sept. 30,—— July 15, Nov. 21,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$42,663	$43,618	$44 058	$47,408	$970,221
" equipment	8,019	15,730	15,801	15,805	241,922
Land and buildings	3,125	3,524	4 100	4,123	261,390
Cash and current assets	72	816	34	509	16,128
Material and supplies	558				17,185
Other assets		382	409	409	14,754
Profit and loss (deficit)	1,617	4,527	4,694	5,348	
Total	$56,055	$68,597	$69,066	$73,602	$1,521,601
LIABILITIES.					
Capital stock	$49,200	$49,400	$49,400	$49,400	$865,000
Loans and bills payable	6,352	18,476	19,344	23,822	600,000
Accrued liabilities	503	721	352	380	6,576
Bills and accts. payable					33,843
Other liabilities					6,107
Profit and loss (surplus)					10,075
Total	$56,055	$68,597	$69,096	$73,602	$1,521,601

PLANT AND EQUIPMENT.—Miles of track (electric), 72.64; 100 motor cars, 5 trail cars, 13 snow plows; West. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. John R. Graham, V. Pres. Edward B. Nevin, Sec. & Gen. Man. Gardner F. Wells, Treas. Alonzo F. Walters, Supt. Albert H. Walcott.

DIRECTORS.—John R. Graham, Edward B. Nevin, Dr. Wm. A. Drake, J. H. Goodspeed, P. F. Sullivan, Clarence Burgin, Brainerd T. Dyer.

GENERAL OFFICE, Quincy, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept. '98, p. 487; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1902. z

HANOVER, PA.

Population in 1890, 3,746, in 1900, 5,302.

Hanover & McSherrystown Street Railway Co.—Chartered Sept. 30, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $30,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$7,096	$7,346	$7,129	$6,987	$7,110
Operating expenses	6,424	6,798	6,222	4,964	3,745
Earnings from operation	672	578	907	2,023	3,365
Deductions from earnings.					
Taxes			161	75	74
Other deductions			412	1,813	2,456
Net income			334	135	835

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$28,570	$28,570	$28,570	$28,570	$28,570
Equipment	8,237	8,237	8,237	8,237	8,237
Material	420	306	298	250	37
Cash	768	260	594	729	1,564
Other assets	205				
Profit and loss (deficit)		827	541		
Total	$38,200	$38,200	$38,240	$37,786	$38,408
LIABILITIES.					
Capital stock	$30,000	$30,000	$30,000	$30,000	$30,000
Unfunded debt	8,200	8,200	8,240	7,000	4,300
Profit and loss (surplus)				786	4,108
Total	$38,200	$38,200	$38,240	$37,786	$38,408

PLANT AND EQUIPMENT.—Miles of track (electric), 3.63; gauge, 4 ft. 8½ in.; 56 lb. T and girder rail; 4 cars, of which 3 are motor cars and 1 trail car; Harrisburg engines, West. and Gen. Elec. dynamos and motors, Brill cars; rent power.

OFFICERS.—Pres. L. D. Sell, Sec. & Pur. Agt. C. E. Ehrehart, Treas. & Gen. Supt. E. M. Etzler, Elecn. J. W. Mumer.

DIRECTORS.—H. N. Gitt, E. M. Etzler, J. H. Schmuck, J. A. Poist, S. L. Johns, C. E. Ehrehart.

Date of information, Mar., 1902. z

HARRISBURG, PA.

Population in 1880, 30,762, in 1890, 39,385, in 1900, 50,167.

Harrisburg Traction Co.—Chartered June 18, 1895, as a virtual consolidation of the East Harrisburg Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Harrisburg City Passenger Ry. Co. and the Middletown, Highspire & Steelton Street Ry. Co. The company holds in its treasury the entire stock issue of the East Harrisburg Passenger Ry. Co. and the Citizens' Passenger Ry. Co.

Capital Stock, authorized and issued, $2,000,000; par value, $50 per share.

Funded Debt.—Citizens' Passenger Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated May 1, 1894, due 1924; int. payable May and Nov., at Commonwealth Guarantee Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers	$296,808	$306,898	$332,944	$346,719
" other sources	4,659	6,043	10,564	47,052
Total receipts	301,467	312,941	343,508	393,771
Operating expenses	135,620	159,027	156,634	162,531
Earnings from operation	165,847	153,914	186,874	231,240
Deductions from earnings.				
Betterments	22,283	8,091	21,400	46,422
Interest on bonds	4,500	4,500	4,500	4,500
" " floating debt	7,367	2,227		
Taxes	9,956	10,023	33,255	33,393
Rentals	25,000	25,000	25,000	62,805
Net income	96,741	104,073	102,719	84,120
Dividends paid	65,450	88,148	100,000	100,000
To surplus account	31,291	15,925	2,719	*15,880
Total surplus account			18,644	

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 23,249
Transportation expenses	95,246
Maintenance of way and buildings	16,732
Maintenance of equipment	27,304
Total	$162,531

Passengers carried in 1901, 8,795,315.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road betterments	$4,530		$26,403	$3,474
Cash	13,464	48,230	42,678	40,216
Power station equipment / Car equipment	166,799		200,000	200,000
Track and roadway con				
Other permanent invest	1,870,000		1,870,000	1,870,000
Supplies	6,073	10,864	10,894	11,662
Citizens' Pass. R. Co.'s debt		105,000		
E. Harrisburg Pass. Ry. Co.'s debt		95,000		
E. Harrisburg Pass. Ry. Co.'s stock		1,545,867		
Citizens' Pass. Ry. Co.'s stock		324,133		
Bills receivable	151	686	2,286	
Open accounts				1,784
Other assets				
Total	$2,061,017	$2,129,780	$2,152,261	$2,127,136
LIABILITIES.				
Capital stock	$1,870,000	$2,000,000	$2,000,000	$2,000,000
Funded debt (Cit. Ry. Co.)		75,000	75,000	75,000
Dividends unpaid			50,000	50,000
Notes payable	92,500			
Bills payable	44,476	38,855	8,617	800
Profit and loss (surplus)	54,041	15,925	18,644	
Sundries				1,336
Total	$2,061,017	$2,129,780	$2,152,261	$2,127,136

Plant and Equipment.—Miles of track (electric), 49; gauge, 5 ft. 2½ in.; 75 lb. and 90 lb. girder and 60 lb. T rail; 65 motor cars and 38 trail cars; Wetherill and Harrisburg engines, 1,000 H. P. upper and 750 H. P. lower stations, Gen. Elec. and West. dynamos and motorsl Brill, Jackson & Sharp and Lamokin cars, Brill and Robinson radia, trucks.

Officers.—Pres. Edward Bailey, V. Pres. B. F. Meyers, Sec. & Treas. W. J. Calder, Gen. Man. & Supt. F. B. Musser.

Directors.—E. C. Felton, T. G. Calder, W. H. Siebert, E. Z. Wallower, A. G. Knisely, Henry A. Kelker, F. Eugene Walz, James M. Cameron, George W. Reily, E. W. S. Parthemore, J. F. Dunkle, H. Cohen, James Russ, B. F. Meyers.

General Office, 7 So. Second St., Harrisburg.

Power Station South Cameron, Pa.

Reference.—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1902. z

Cumberland Valley Traction Co.—Chartered Dec. 18, 1893. This company leased the Cumberland Valley Electric Passenger Ry. Co. in 1894. This lease was annulled in 1897, and the lease was renewed in the same year for 99 years.

Please note date of information at end of each report.

Capital Stock.—Common, authorized, $500,000, issued, $333,600; preferred, authorized, $50,000, issued, $32,400; par values, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $110,200; dated April 1, 1897, due 1927; denom. $100 and $500; int. payable Apr. and Oct., at office of Harrisburg Trust Co., trustee of mortgage.

Operation —Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$9,976	$12,651	$11,460	$12,578	$17,975
Operating expenses	7,624	11,318	11,337	10 763	17,129
Earnings from operation	2,352	1,333	123	1,815	846
Deductions from earnings.					
Taxes	82	98	123	457	557
Rentals	250	250			
Other expenses	1,681	1,242		1,413	50
Interest on funded debt					250
Net income	339	*257		*45	*11

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$431,309	$452,109	$463,576	$481,009	$693,709
" equipment	22,691	22,691	22,691	22,691	52,691
Cash	347	89	89	44	33
Total	$454,347	$474,889	$486,356	$503,744	$746,433
LIABILITIES.					
Capital stock	$358,900	$366,000	$366,000	$366,000	$446,400
Funded debt	60,400	79,800	92,100	110,200	270,000
Loans	31,000	29,000	28,167	27,500	30,000
Accounts payable	3,700				
Profit and loss (surplus)	347	89	89	44	33
Total	$454,347	$474,889	$486,356	$503,744	$746,433

Plant and Equipment.—Miles of track (electric), 18; gauge, 5 ft. 2½ in.; 56 lb. T rail; 12 motor cars; 225 H. P. station plant.

Officers.—Pres. Geo. W. Linebaugh, Sec. F. H. Alleman, Treas. Wm. L. Gorgas, Supt. Jas. O'Hara.

Directors.—Geo. W. Cumbler, B. F. Meyers, Wm. L. Gorgas, F. H. Alleman, S. F. Hertzler, J. J. Baughman, C. D. Stucker, H. W. Linebaugh, S. F. Dunkle.

General Office, Harrisburg, Pa.

Date of information, Mar., 1902. z

Harrisburg & Mechanicsburg Electric Railway Co.—Chartered May 7, 1892, for 99 years. Annual meeting second Monday in Jan. This company owns all the rights, franchises and stock of the Harrisburg & Cumberland Electric Ry. Co. and the Fairview & Riverton Electric Ry. Co.

Capital Stock, authorized, $225,000, issued, $144,500, in treasury, $80,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon and registered gold bonds, authorized, $224,000, issued, $144,500, dated Sept., 1894, due 1914; denom. $100, $500 and $1,000; int. payable Mar. and Sept., at office of Harrisburg Trust Co., of Harrisburg, trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$23,194	$25,299	$29,671	$35,375
" other sources	10,525		785	150
" total	33,719	25,299	30,456	35,525
Operating expenses	11 943	15,197	20,819	21,862
Earnings from operation	21,776	10,102	9,637	13,663
Deductions from earnings.				
Interest on bonds	10,340	9,161	9,758	9,732
Taxes	725	189	219	1,989
Other expenses	9,674	730		3,698
Net deficit	*1,037	*22	*340	1,756

*Surplus.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$288,830	$288,830	$288,830	$288,830
" equipment	15,170	15,170	15,170	15,170
Bills receivable				
Cash	178	200		151
Profit and loss (deficit)			140	1,897
Total	$304,178	$304,200	$304,140	$306,048
LIABILITIES.				
Capital stock	$144,500	$144,500	$144,500	$144,500
Funded debt	144,500	144,500	144,500	144,500
Dividends unpaid				
Loans	15.000	15,000	15,140	17,048
Profit and loss (surplus)	178	200		
Total	$304,178	$304,200	$304,140	$306,048

Plant and Equipment.—Miles of track (electric), 7; gauge, 5 ft. 2½ in.; 49 lb. and 56 lb. rail; 6 motor cars, power rented.

Officers.—Pres. Spencer C. Gilbert, Sec. & Treas. W. L. Gorgas, Supt. G. H. Bartle.

Directors.—F. H. Alleman, W. L. Gorgas, B. F. Meyers, J. J. Baughman, S. C. Gilbert, M. C. Kennedy, G. H. Stewart, E. J. McCune, L. D. Gilbert.

General Office, Harrisburg, Pa.

Date of information, Mar., 1902. z

Lykens & Williams Valley Railway Co.—Chartered Dec. 14, 1897. Commenced operation Apr. 1, 1899.

Capital Stock, authorized, $200,000, issued, $188,500; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $180,000, issued, $168,000; dated Jan. 1, 1898, due 1928; denom. $100 and $500; int. payable Jan. and July, at office of Harrisburg Trust Co., trustee of mortgage.

Operation.—Year ending June 30,

	1900.	1901.
Gross receipts	$16,447	$20,281
Operating expenses	12,198	11,511
Earnings from operation	4,249	8,770
Deductions from earnings.		
Taxes	740	1,041
Interest	4,200	8,400
Rentals		150
Net income	*691	*821

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$366,344	$367,465
Cash	2,160	4,364
Materials and supplies	2,190	2,391
Profit and loss (deficit)	691	1,513
Total	$371,385	$375,733
LIABILITIES.		
Capital stock	$188,500	$188,500
Funded debt	168,000	168,000
Accrued interest	4,200	4,200
Loans	8,450	14,508
Accounts payable	2,235	525
Total	$371,385	$375,733

Plant and Equipment.—Miles of track (electric), 10.5; 8 motor cars; 400 H. P. station plant; Harrisburg F. and Erie engines; Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

Officers.—Pres. H. D. Hemler, V. Pres. Wm. E. Stewart Sec. Jno. Oenslager, Jr., Treas. M. G. Potts, Gen. Supt. Wm. H. Hoover.

Directors.—L. Deloue, Wm. E. Stewart, S. A. Reeme, H. D. Hemler, M. G. Potts.

General Office, 711 No. 3d St., Harrisburg, Pa.

Power Station, Williamstown, Dauphin Co., Pa.

Date of information, Mar., 1902. z

HARTFORD, CONN.

Population in 1880, 42,551, in 1890, 53,230, in 1900, 79,850.

Hartford Street Railway Co.—Organized July 1, 1862, as Hartford & Weathersfield Horse Ry. Co., and changed to present name Oct. 4, 1893. Annual meeting in Jan. This company leases and operates the East Hartford & Glastonbury Street Ry. Co., for 30 years from 1897.

Capital Stock, Jan. 1, 1899, authorized, $2,000,000, issued. $1,000,000; par value, $100 per share.

Dividends, 6 p. c. per annum, payable Jan., Apr., July and Oct.

Funded Debt, on Jan. 1, 1902, was $2,500,000, as follows:

First mortgage 4 p.c. gold coupon bonds, authorized, $3,000,000; issued, $2,500,000; dated Sept. 1, 1900; due 1930; denom. $1,000. coupon, but may be registered; int. payable Apr. and Oct., at office of Connecticut Trust & Safe Deposit Co., of Hartford, trustee of mortgage.

This company also guarantees the interest on East Hartford & Glastonbury Street Ry. Co.'s 5 p. c. mortgage bonds, $200,000; dated Dec. 1, 1897, due 1900.

Operation.—	Year ending Sept. 30, 1897.	Year ending June 30, 1898.	9 mos. ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Receipts from pass.	$576,204	$437,279	$610,586	$668,183	$737,871
" other sources	789	790	4,045	14,753	7,302
" total	576,993	438,069	614,631	682,936	745,173
Operating expenses	388,641	303,096	433,707	434,744	483,814
Earn. from operation	188,352	134,973	180,924	248,192	261,359

Please note date of information at end of each report.

Deductions from earn.	1897.	1898.	1899.	1900.	1901.
Interest on bonds..	112,247	77,939	104,292	101,440	106,470
Int. on float'g debt.					1,393
Taxes	33,139	35,117	38,471	41,366	50,062
Net income	42,965	42,822	38,161	105,386	103,435
Dividends paid	12,000	21,000	42,000	75,000	60,000
To surplus account	30,965	21,822	*3,839	30,386	43,435
Total surplus account..					134,951
Per cent. op. exp.to total receipts	67.3	69.2	70.7	68.05	65.56

* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 51,688
Transportation expenses	319,823
Maintenance of way and buildings	51,027
Maintenance of equipment	61,275
Total	$483,814

STATISTICS OF TRAFFIC.

	Year ending June 30, 1898.	9 mos. ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Passengers carried	8,886,229	12,596,948	13,746,263	17,958,489
Car miles run	2,228,932	3,148,930	3,457,753	4,085,111
Total rects. per car mile.	$.196	$.195	$.197	$.182
Oper'g exps. per car mile	.136	.137	.126	.118

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$2,129,169	$2,247,844	$2,388,849	$3,437,802
" equipment	527,896	532,393	558,751	
Cash assets	5,314	55,809	11,268	42,896
Accounts receivable	2,853	3,563	4,875	2,749
Other assets	3,590	8,190	5,460	2,021
Stk. of New'gton Tram. Co	296			
Materials on hand	18,675	16,394	27,213	35,378
Total	$2,687,793	$2,864,193	$2,996,416	$3,520,846
LIABILITIES.				
Capital stock	$ 642,900	$1,000,000	$1,000,000	$1,000,000
Funded debt	1,977,000	1,677,000	1,757,000	2,250,000
Taxes				30,705
Accrued interest				30,833
Bills and accts. payable.	16,667	137,598	156,521	72,021
Other liabilities	50,778	47,485	50,392	2,335
Profit and loss (surplus).	448	2,110	32,503	134,951
Total	$2,687,793	$2,864,193	$2,996,416	$3,520,846

Plant and Equipment.—Miles of track (electric), owned, 76.5, leased, 10.2; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder and 108 lb. groove rail; 12 horses, 224 motor cars, 23 freight cars, 24 snow plows, sweepers and other electric vehicles; Ball & Wood and Penna. Iron Works engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Brill, Wason and American cars, Brill and Peckham trucks.

Officers.—Pres. E. S. Goodrich, V. Pres. Sam. G. Dunham, Sec. & Treas. Daniel R. Howe, Gen. Man. Norman McD. Crawford, Supt. Frank Caum, Ch Engr. of Power Station Henry Van Ormer.

Directors.—George E. Taintor, Jas. J. Goodwin, Chas. L. Lincoln, Daniel R. Howe, Atwood Collins, S. G. Dunham, E. S. Goodrich, Appleton R. Hillyer, Hartford, Conn.

General Office, 111 State St.

References.—Description of road, Vol. XI, May, '95, p. 279 (ill.); description of power plant, Vol. XI, Souv., '95, p. 65 (ill.); increase of stock, Vol. XIV, Jan., '98, p. 72; new car house, Vol. XIV, Mar., '98, p. 162; description of special work, Vol. XV., Feb., '99, p. 87 (ill.), Sept., '99, p. 573 (ill.).

Date of information, Mar., 1902. z

Hartford, Manchester & Rockville Tramway Co.—Chartered June 6, 1894. This company leases and operates the lines of the South Manchester Light, Power & Tramway Co.

Capital Stock, authorized, $500,000, issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage, 5 p. c. bonds, authorized, $300,000, issued, $200,000; due Oct. 1, 1924; int., payable Apr. and Oct.

Operation.—	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Receipts from pass.	$62,750	$57,015	$101,910	$106,978	$114,715
" other sources..	2,067	4,177	8,082	8,293	12,096
" total	64,817	61,192	109,992	115,271	126,811
Operating expenses.	54,187	38,779	75,516	86,464	101,880
Earnings from oper'ns.	10,630	22,413	44,476	28,807	24,931

Deductions from earns.	1897.	1898.	1899.	1900.	1901.
Interest	10,171	5,250	10,742	10,000	10,000
Taxes	2,072	1,975	2,460	5,056	4,790
Net income	*1,613	15,188	31,274	13,751	10,141

* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 39,004
Transportation expenses	42,998
Maintenance of way and buildings	7,915
Maintenance of equipment	11,963
Total	$101,880

STATISTICS OF TRAFFIC.

	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Passengers carried	599,429	926,260	1,001,309	1,237,846
Car miles run	243,542	420,051	436,285	525,494
Total receipts per car mile.	$.251	$.261	$.264	$.241
Operating exps. per car mile	.159	.179	.199	.193

Balance Sheet.—Dated Sept., 30, ——June 30,——

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$421,656	$452,792	$459,071	$462,472	$549,494
Equipment	72,026	71,398	79,051	84,443	
Material on hand..	2,122	2,169	3,040	2,838	3,665
Accts. receivable..	1,101	2,562	2,680	2,230	5,895
Cash on hand	13,085	1,182	8,529	1,149	9,079
Total	$509,989	$530,103	$552,371	$553,132	$568,132
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	200,000	200,000	200,000	200,000	200,000
Bills & a'cts. p'y'ble	2,508	14,636	15,630	2,641	7,714
Accrued interest		2,500	2,500	2,500	2,500
Profit & loss (surp)	7,482	12,967	34,241	47,991	57,918
Total	$509,989	$530,103	$552,371	$553,132	$568,132

Plant and Equipment.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 56 lb. steel T rail; 34 motor cars, 2 electric snow plows, and other vehicles; Hewes & Phillips and Buckeye engines, Gen. Elec. dynamos and motors, Wason cars.

Officers.—Pres. M. S. Chapman, V. Pres. & Treas. R. O. Cheney, Sec. J. W. Haynes.

Directors.—M. S. Chapman, R. O. Cheney, J. W. Haynes, M. S. Bradley, South Manchester, Conn.; Charles Sloan C. T. Welles, Hartford, Conn.; A. N. Mayo, Springfield, Mass.; W. H. Prescott, Rockville, Conn.; W. H. Chapman, N. Y. City.

General Office, South Manchester, Conn.

Date of information, Mar., 1902. z

The Farmington Street Railway Co.—This company is the successor to the Hartford & West Hartford Horse Railroad Co., which was chartered 1863 and Nov. 23, 1892, and was placed in the hands of J. T. Patterson, as receiver, in the spring of 1899. This company purchased the property at foreclosure sale in Aug., 1899 and reorganized Oct. 19, 1899.

Capital Stock, issued, $189,000; par value, $100 per share.

Funded Debt.—Bondholders of the Hartford & West Hartford Horse R. R. Co. received stock of the new company, which has no bonded indebtedness.

Operation.—The reports here given to June 30, 1898 are those of the Hartford & West Hartford Horse R. R. Co. No operating report was obtainable for 1899 during reorganization.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Oct. 19, 1899 to June 30, 1900.	Year ending June 30, 1901.
Receipts from passengers	$38,062	$27,287	$19,700	$32,514
" other sources	4,027	2,312	456	585
" total	42,089	29,599	20,156	33,099
Operating expenses	35,072	29,269	19,017	30,931
Earnings from operations	7,017	330	1,139	2,168
Deductions from earnings.				
Interest	4,742	736		
Taxes	2,386	1,335		693
Net income	*111	*1,741		1,475

*Deficit.

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Oct. 19, 1899 to June 30, 1900.	Year ending June 30, 1901.
Passengers carried	514,760	375,375	180,460	320,942
Car miles run	249,062	188,892	139,763	209,313
Total receipts per car mile	$.169	$.156	$.144	$.158
Operating exp. per car mile	.141	.155	.136	.148

Please note date of information at end of each report.

Balance Sheet.—Dated

ASSETS.	Sept. 30, 1896.	Sept. 30, 1897.	June 30, 1898.	June 30, 1900.	June 30, 1901.
Construction	$373,650	$363,000	$362,289	$104,630	$150,414
Equipment	77,528	89,560	89,560	41,650	
Real estate	18,638	18,838	19,403	31,500	31,500
Materials on hand	2,500	3,215	2,500	250	2,971
Accounts receivable	8,857	12,795	15,538	65	248
Cash	303	682	1,518	13,609	8,412
Bridge approaches		10,000	10,000		
Bond expense		45,925	45,925		
Power house		35,486	37,069		
Other assets	25,003	1,436	1,494		
Total	$506,479	$580,936	$585,296	$191,704	$193,545
LIABILITIES.					
Capital stock	$247,000	$247,000	$247,000	$189,000	$189,000
Funded debt	105,000	279,000	279,000		
Unfunded debt	120,498	121,067	21,575		
Accounts payable	12,529	12,589	10,982	1,709	956
Special account	14,347	14,347	23,142		
Profit and loss (surp.)	6,536	6,425	4 684	995	3,590
Total	$506,479	$580,936	$585,296	$191,704	$193,545

Plant and Equipment.—Miles of track (electric), 10.7; gauge, 4 ft. 8½ in.; 65 lb. T rail; 21 motor cars and 2 freight cars; 2 snow plows; Jackson & Sharp cars; power rented.

Officers.—Pres. N. A. James, Vice Pres. D. N. Barney, Sec. Treas. & Man. E. D. Robbins, Supt. T. L. McCormack.

Directors.—N. A. James, N. Y. City; D. J. Broughe, Jr., Hartford, Conn.; Edward D. Robbins, D. Newton Barney, Wm. F. Hooker, Farmington.

General Office, 739 Main St., Hartford, Conn.

Date of information, Mar., 1902. z

Hartford & Springfield Railway Co.—The franchise of this company has expired, and the company has gone out of existence.

General Office, 52 Broadway, New York City.

Date of information, Jan., 1902. z

HAVERHILL, MASS.

Population, in 1880, 18,472; in 1890, 27,412; in 1900, 37,175.

Haverhill & Amesbury Street Railway Co.—Chartered 1892. Annual meeting in Oct. This company succeeded the Black Rocks & Salisbury Beach Street Ry. Co. by purchase on July 14, 1892, of the latter's capital stock. The tracks of the Haverhill & Amesbury Street Ry. Co. extend from Washington Square, in the city of Haverhill, through Haverhill, Merrimac, Amesbury and Salisbury, to Newburyport and Salisbury Beach; also from Newburyport to Salisbury and Seabrook.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $300,000, issued, $93,000, in escrow (see Note), $97,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Fifteen year coupon notes, $200,000; dated Dec. 1, 1896, due 1911.

Black Rocks & Salisbury Beach Street Ry. Co.'s first mortgage bonds, $97,000; due 1911.

NOTE.—$97,000 of the first mortgage bonds are held in escrow to retire the first mortgage bonds of the Black Rocks & Salisbury Beach Street Ry. Co. at maturity.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass	$98,085	$88,060	$100,770	$113,971	$114,390
" other sources	1,401	1,605	1,166	1,689	2,005
" total	99,485	89,665	101,936	115,660	116,396
Operating expenses	64,678	58,389	67,976	73,266	70,116
Earnings from oper	34,807	31,276	33,960	42,394	46,280
Ded. from earnings.					
Interest on bonds	24,295	26,500	26,500	26,500	26,500
" float. debt	2,201	1,002	1,583	3,982	7,902
Taxes	1,575	1,372	1,636	2,613	2,114
Other deductions		2,008	1,735	2,126	8,878
Net income	6,106	394	2,506	7,273	886
Dividends paid	4,500				
To surplus account	1,606	394	2,506		
Total surplus account	12,595	11,583	14,089	10,628	6,072
P. c. op. exp. to tot. rec	65	65	66.6	63.3	60.2

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 9,537	$ 8,896	$13,278	$15,692	$ 8,670
Maintena'ce of way and bldgs.	7,435	5,159	6,435	4,625	5,013
" " equipment	6,590	5,816	6,441	6,626	7,585
Transportation expenses	41,118	38,518	41,822	46,323	48,847
Total	$64,678	$58,389	$67,976	$73,266	$70,116

STATISTICS OF TRAFFIC.

Year ending Sept.	1897.	1898.	1899.	1900.	1901.
Passengers carried	1,493,550	1,408,722	1,654,494	1,996,573	2,264,628
Car miles run	405,173	433,833	432,040	474,690	501,652
To'l rec's per car mile	$.246	$.207	$.236	$.245	$.232
Op.exp's per car mile	.160	.135	.157	.154	.140

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$512,070	$517,387	$540,677	$595,577	$614,788
" equipment	85,779	87,261	88,344	112,324	121,355
Cash and current assets.	21,319	19,646	15,728	6,747	12,037
Other permanent invest.	54,238	54,547	55,107	55,619	57,470
Bills and acts receivable.	6,099	7,073			
Materials and supplies	5,439				
Other assets	5,210	6,967	3,839	8,297	7,861
Total	$678,616	$685,807	$703,695	$778,564	$813,511
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	490,000	490,000	490,000	490,000	490,000
Current liabilities	26,021	26,599	41,981	117,835	158,679
Accrued liabilities		7,625	7,625	10,102	8,759
Profit and loss (surplus).	12,595	11,583	14,089	10,627	6,072
Total	$678,616	$685,807	$703,695	$778,564	$813,511

PLANT AND EQUIPMENT.—Miles of track, 28.9; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 10 horses, 13 horse cars and 40 motor cars; Gen. Elec. and West. dynamos and motors, 2 Baldwin locomotives, Newburyport cars, Bemis trucks.

OFFICERS.—Pres. Edward P. Shaw, V. Pres. Chas. Goss, Sec. & Treas. Geo. A. Butman, 53 State St., Boston, Mass.; Supt. L. E. Lynde.

DIRECTORS.—Edward P. Shaw, James F. Shaw, Edward P. Shaw, Jr., George A. Butman, Chas. Goss.

GENERAL OFFICE, Merrimac, Mass., and 8 Congress St., Boston, Mass.

Date of information, Dec., 1901. b

Haverhill & Southern New Hampshire Street Railway Co.—This company is constructing an electric railway, about 6 miles in length, connecting Haverhill and Methuen.

CAPITAL STOCK, authorized, $60,000; paid in Sept. 30, 1900, $30,000; par value, $100 per share.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$71,963	Capital stock	$30,000
Cash	69	Current liabilities	42,032
Total	$72,032	Total	$72,032

OFFICERS.—Pres. C. Howard Poor, V. Pres. Charles E. Barnes, Sec. Edmund B. Fuller, Treas. Lamont H. Chick.

DIRECTORS.—C. Howard Poor, Edmund B. Fuller, Lamont H. Chick, Dexter B. Vickery, William P. Robinson, Philip N. Wadleigh, Haverhill; Charles E. Barnes, Malden.

GENERAL OFFICE, Haverhill, Mass.

Date of information, Dec., 1901. b

Haverhill & Andover Street Railway Co.—This company is controlled by the Massachusetts Electric Companies. Road is under construction.

CAPITAL STOCK, authorized, $80,000; 50 p. c. paid in; par value, $100 per share.

OFFICERS.—Pres. Charles F. Woodward, Sec. Edwin L. Stone, Treas. Charlie Williams.

DIRECTORS.—Charles F. Woodward, Wakefield, Mass.; Arthur Bliss, Barnett Rogers, Andover, Mass.; Fred T. Ley, Springfield, Mass.; Milton J. Warner, Allan W. Paige, Bridgeport, Conn.; Edwin L. Stone, Lynn, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Feb., 1902. z

HAZLETON, PA.

Population in 1880, 6,935, in 1890, 11,872, in 1900, 14,227.

Lehigh Traction Co.—Chartered Nov. 7, 1892, for 999 years. Annual meeting second Monday in Jan.

LEASED ROADS.—The company operates the property of the following electric street railroad companies under a 999 year lease, dated Mar. 8, 1893, and in consideration therefor pays the lessor companies $1 per year each:

Hazleton & Suburban Street Ry. Co.
Hazleton & North Side Electric Ry. Co.
Hazleton & South Side Electric Ry. Co.

Please note date of information at end of each report.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT, $727,800.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Markle Banking & Trust Co., of Hazleton, Pa., trustee of mortgage.

Construction 5 p. c. gold bonds, authorized and issued, $55,000; coupon, but may be registered; dated Mar. 1, 1895, due 1925; denom. $1,000; free from taxes; int. payable Mar. and Sept., at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and interest guaranteed by Lehigh Traction Co.

Park 5 p. c. gold bonds, authorized, $60,000, issued, $30,000, in treasury, $30,000; coupon, but may be registered; dated Apr. 1, 1895, due 1925; denom. $1,000; free from taxes; int. payable Apr. and Oct. at office of Markle Banking & Trust Co., of Hazleton, trustee of mortgage; principal and int. guaranteed by Lehigh Traction Co.

5 p. c. certificate of indebtedness, $140,000; dated May 15, 1901, due 1951; int. payable, semi-annually, at office of Guaranty Trust Co., New York City. This note is endorsed by the Wilkesbarre & Hazleton R. R. Co.

Mortgage on Laudmesser addition to park, $2,800.

NOTE.—Construction bonds were issued for the construction of car barn No. 2 at a cost of $55,000.

The Park bonds were issued for the purpose of buying and improving Hazle Park at a cost of $30,000.

Treasury bonds may be issued to pay for improvements to Hazle Park.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$109,618	$97,025	$108,756	$115,332	$133,812
Operating expenses	58,485	56,759	*60,007	54,168	59,718
Earnings from operation.	51,133	40,266	48,749	61,164	74,094
Deductions from earnings.					
Int. on bonds and loans	33,771	49,917	39,730	37,469	34,511
Taxes	3,290	3,287		4,282	4,530
Other deductions				9,100	
Net income	14,072	†9,017	9,019	10,313	35,053
To surplus account	14,072		9,019	10,313	32,576
Total surplus account	76,979	67,962	76,981	74,619	97,558
P.c. op. exp. to total rect's	53.4	58.5	55.2	46.9	44.6

*Including taxes.

OPERATING EXPENSES.

Year ending Dec. 31,	1897.	1898.	1899.	1900.	1901.
Maintenance of way	$ 6,687	$ 6,318	$ 5,164	$ 4,962	$ 6,425
" " equip	5,323	7,147	8,014	8,065	8,245
Transportation expenses.	31,487	29,969	29,858	29,209	31,923
General expenses	14,988	13,325	16,971	11,932	13,125
Total	$58,485	$56,759	$60,007	$54,168	$59,718

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1897.	1898.	1899.	1900.	1901.
Passengers carried	2,330,103	2,089,904	2,285,584	2,423,820	2,766,353
Car miles run	563,168	545,606	568,028	553,790	567,018
Total rcps. pr. car mile	$.195	$.177	$.191	$.208	$.236
Opr. ex. per car mile	.104	.104	.105	.097	.105

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equipment	$1,773,220	$1,773,871	$1,773,403	$1,784,161	$1,789,541
Cash assets	10,356	2,617	2,984	1,296	9,828
Other per. invest	1,185	2,048	2,205	2,378	2,657
Bills and acc'ts receivable	7,611	9,531	12,952	12,225	24,343
Park impr. bonds	30,000	30,000	30,000		
Telephone line.	983				
Stock room inventory	2,210	2,651	2,753	2,964	3,082
Total	$1,825,565	$1,820,718	$1,823,997	$1,803,024	$1,829,451

LIABILITIES.					
Capital stock	$1,000,000	$1,000,000	$1,000.000	$1,000,000	$1,000,000
Funded debt	615,000	615,000	615,000	588,200	727,800
Bills and acc'ts.	130,726	130,670	129,307	138,067	
Other liabilities.	2,860	7,086	2,709	2,588	4,093
Profit and loss (surplus)	76,979	67,962	76,981	74,169	97,558
Total	$1,825,565	$1,820,718	$1,823,997	$1,803,024	$1,829,451

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 60 lb. steel T rail; 62 cars, of which 38 are motor cars. 4 trail cars, and 10 open and 10 closed car bodies used on motor trucks, 12 snow plows, sweepers, trucks, etc.; 2 160 and 2 250 H. P. engines, 2 160 and 2 250 H. P. dynamos, West. engines, 6 Bigelow-Manning 150 H. P. boilers, West. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. C. W. Kline, V. Pres. Wm. H. Lawall, Sec. E. S. Doud, Treas. N. C. Yost, Gen. Man. A. Markle, Supt. Geo. W. Thompson, Ch. Engr. A. E. Hess, Elecn. C. A. B. Houck.

DIRECTORS.—C. W. Kline, H. Dryfoos, John B. Price, Wm. H. Lawall, Geo. R. Bedford, A. Markle, Geo. W. Thompson.

GENERAL OFFICE, Hazleton, Pa.

REFERENCE.—Description of park (brief). Vol. XVII, Mar. 2, '01, p. 308, May 4, '01, p. 556.

Date of information, Mar., 1902. z

Wilkes-Barre & Hazleton Railway Co.—Chartered Dec. 13, 1899, for 1,000 years. Annual meeting second Monday in Jan. This road is under construction.

CAPITAL STOCK, authorized and issued, $1,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; dated May 1, 1901, due 1951; int. payable May and Nov. 1, at office of Guaranty Trust Co., New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric and steam), about 27; gauge, 4 ft. 8½ in.; 95 lb. T rail.

OFFICERS.—Pres. John B. Price, V. Pres. Geo. W. Thompson, Sec. D. T. Evans, Treas. N. C. Yost, Man. A. Markle, Ch. Engr. A. E. Hess, Elecn. C. A. B. Houck, Consulting Engr. L. B. Stillwell, Park Row Bldg., New York City.

DIRECTORS.—John B. Price, Dr. W. C. Gayley, L. T. Conner, F. L. Snyder, N. C. Yost, D. T. Evans, John W. Crellin, Geo. W. Thompson, C. A. B. Houck.

GENERAL OFFICE, Hazleton, Pa.

POWER STATION, St. Johns, Luzerne Co., Pa.

Date of information, Mar., 1902. z

Wilkes-Barre & Hazleton Railroad Co.—Chartered May 8, 1901.

CAPITAL STOCK.—Common, authorized and issued, $2,500,000; par value, $100; preferred, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,400,000; dated May 15, 1901, due 1951; int. payable May and Nov., at the office of the Guaranty Trust Co., of New York, trustee of mortgage.

OFFICERS.—Pres. A. Markle, V. Pres. John B. Price, Sec. E. S. Doud, Treas. N. C. Yost, Ch. Engr. L. B. Stillwell, Park Row Bldg. N. Y. City.

DIRECTORS.—A. Markle, Jno. B. Price, Wm. B. Given, E. R. Payne, A. A. Sterling, Benj. Reynolds, Kenneth R. McLaren.

GENERAL OFFICE, 15 Exchange Place, Jersey City, N. J.

GENERAL OFFICE, Hazleton, Pa.

Date of information, Mar., 1902. z

HELENA, MONT.

Population in 1880, 3,624, in 1890, 13,834, in 1900, 10,770.

Helena Power & Light Co.—This is a consolidation (in 1894) of the Helena Rapid Transit Railroad, Helena Electric Railway Co., Helena Electric Co. and the Helena Gas Light & Coke Co.

CAPITAL STOCK, $1,000,000; par value, $100 per share.

FUNDED DEBT.—$600,000, authorized on consolidated and constituent properties.

NOTE.—The original gas plant had issued and outstanding $175,000 of bonds at the time of consolidation and $435,000 of the consolidated mortgage bonds were issued to the other constituents in payment for their interests. These bonds are all held by the stockholders.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 28 lb. to 45 lb. girder and T rail; 24 cars, of which 16 are motor cars and 8 trail cars; 2 175-K. W. West rotary transformers; Pullman, Northern and Stephenson cars. Power from Missouri River.

OFFICERS.—Recr. Harry L. Walker.

GENERAL OFFICE, Main St., opposite Montana National Bank.

REFERENCES.—HELENA ELECTRIC RY. CO.—Description of road, Vol. IX, Apr., '93, p. 247 (ill.). HELENA RAPID TRANSIT R. R.—Description of road, Vol. IX, Apr., '93, p. 248; description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. z

HENDERSON, KY.

Population in 1880, 5,365, in 1890, 8,830, in 1900, 10,272.

Henderson Street Railway Co.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $60,000; dated Jan. 1, 1897, due 1912; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 15 motor cars; McIntosh & Seymour engines, Stephenson cars.

OFFICERS.—Pres. Robert D. Vance, V. Prés. E. P. Millette, Sec. & Treas. J. H. Lyne, Supt. S. C. Ray.

DIRECTORS.—E. P. Millett, E. G. Sebree, Jr., E. W. Whitely, David Banks, G. M. Alves.

Date of information, Feb., 1901. d

HENDERSONVILLE, N. C.

Population in 1880, 554, in 1890, 1,216, in 1902 (local estimates), 2,200.

Hendersonville Street Railway Co.—This company has no debts, bonds, mortgages or dividends, but does a paying business.

CAPITAL STOCK, $6,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 30 lb. T rail; 3 horses, 3 cars; Stephenson cars.

OFFICER.—Owner & Gen. Man. S. V. Pickens.

GENERAL OFFICE, 1 S. End Main St.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Jan., 1902. z

HOBOKEN, N. J.

Population, in 1880, 31,000, in 1890, 43,650, in 1900, 59,364.

Jersey City, Hoboken & Paterson Railway Co.—This company is a consolidation, Nov., 1899, of practically all the electric railways in northern part of New Jersey which were not already under the control of the North Jersey Street Ry. Co., which is also controlled by the same interests. In July, 1900, the Bergen Turnpike was acquired, and construction of a line to Hackensack from Hoboken was commenced. The following companies are merged into the Jersey City, Hoboken & Paterson Ry.:

North Hudson County Ry. Co., which controlled the Hudson & Bergen Traction Co. and the Pavonia Horse R. R. Co.

White Line Traction Co., formerly the New Jersey Electric Ry. Co., which was a consolidation of the Jersey City, Hoboken & Rutherford Electric Ry. Co., the Paterson, Passaic & Rutherford Electric Ry. and the Paterson & Little Falls Ry. Co.

Palisades R. R.
Saddle River Traction Co.
Paterson Central Electric Ry. Co.
Paterson Railway Co.
Paterson Horse R. R.

Capital Stock, authorized and issued, $20,000,000.

Funded Debt.—First consolidated mortgage 4 p. c. bonds, authorized, $20,000,000, issued, $10,904,000; dated Nov. 1, 1899, due 1949; denom. $1,000; int. payable May and Nov., at office of New Jersey Title Guarantee & Trust Co., of Jersey City, N. J., trustee of mortgage.

Note.—It is understood that the $2,459,375 of the White Line Traction Co.'s 5 p. c. bonds were retired, and the stock of the constituent companies were acquired by the amount issued, the balance will be held by trustee to retire the underlying liens and for future extensions and betterments.

PRIOR LIENS.

NORTH HUDSON COUNTY RY. CO.—First mortgage 6 p. c. coupon bonds, $620,000, due Jan. 1, 1914; denom. $1,000; int. payable Jan. and July.

Consolidated mortgage 5 p. c. coupon bonds, authorized $3,000,000, issued, $2,378,000, in escrow, $620,000; due 1928; int. payable Jan. and July.

Improvement mortgage 5 p. c. bonds, issued, $1,292,000; due 1904; denom. $1,000; int. payable May and Nov.

Weehawken Extension 5 p. c. mortgage bonds, outstanding, $100,000; dated Feb. 1, 1895, due 1915; int. payable Feb. and Aug.

PATERSON RAILWAY CO.—Second mortgage 6 p. c. bonds, authorized and issued, $200,000; dated June, 1888, due 1908; int. payable June and Dec.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,250,000, issued $1,000,000, in escrow (see Note), $250,000; coupon, but may be registered; dated June 1, 1891, due 1931; denom. $1,000; int. payable June and Dec., at office of First National Bank of Paterson, N. J.; trustee of mortgage, Knickerbocker Trust Co., of New York.

Paterson City Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $50,000; coupon, but may be registered; dated Aug. 1, 1890, due 1907; int. payable Feb. and Aug., at First National Bank of Paterson.

Paterson Ry. Co.'s second general mortgage 6 p. c. bonds, authorized and issued, $300,000; coupon, but may be registered; dated Oct. 1, 1893, due 1914; int. payable Oct. and Apr., at First National Bank, Paterson.

Operation.—The following gives the combined earnings of the five operating constituent companies during the years ending Dec. 31,

	1898.	1899.	1900.	1901.
Total receipts	$1,628,566	$1,773,259	$1,803,287	$1,859,931
Operating expenses	*1,087,923	940,531	877,920	975,739
Earnings from operation	540,643	822,728	925,367	884,192
Deductions from earnings.				
Fixed charges		402,870	813,178	838,669
Other deductions		54,000		
Net income		365,858	112,189	45,523

* Includes all expenses.

Plant and Equipment.—Controlled—Miles of track (electric), 154.7; 40 to 90 lb. rail; 400 cars, of which 25 are horse cars, 345 are motor cars and 30 trail cars; power stations have an aggregate of 8,000 H. P.; power at Paterson is at present rented.

Officers.—Pres. David Young, V. Pres. J. F. Shanley, Sec. Frank J. Davis, Treas. George W. Roe, Audr. S. C. Stivers, Gen. Supt. W. S. Hall, Ch. Engrs. W. H. Hall and John Craig, Ch. Elecn. W. S. Jackson.

Directors.—David Young, John F. Shanley, Wm. C. Shanley, A. P. Hexamer, Edward L. Young, Bird W. Spencer, Dennis McLaughlin, E. F. C. Young, Wm. B. Gourley, Randal Morgan, Wm. C. Heppenheimer, C. W. Riker, Charles A. Sterling, John R. Lee, J. E. Hulshizer.

General Office, 21 Hudson Place, Hoboken, N. J.

Power Stations, Jersey City and Secaucus, N. J.

References.—NORTH HUDSON COUNTY RY. CO.—Description of road, Vol. IX, May, '93, p. 274 (ill.); track, Vol. IX, Dec., '93, p. 785 (ill.); patrol system, Vol. X, Sept., '94, p. 548; electric track switch (brief), Vol. XII, Aug., '96, p. 492 (ill.). PATERSON RY. CO.—Description of road, Vol. VIII, Aug., '92, p. 472; mortgage, Vol. XI, Jan., '95, p. 59; pleasure park, Vol. XIII, May, '97, p. 290 (ill.); repair shop accounts, Vol. XIII, May, '97, p. 295; operating detail, Vol. XIII, July, '97, p. 414. PATERSON CENTRAL RY. CO.—Description of road, Vol. VIII, Dec., '92, p. 719 (ill.); receivership, Vol. XIV, Feb., '98, p. 84.

Date of information, Mar., 1902. z

HOLYOKE, MASS.

Population in 1880, 21,915, in 1890, 35,637, in 1900, 45,712.

Holyoke Street Railway Co.—Chartered June 11, 1884. Annual meeting third Tuesday in Jan. This company has leased the Mt. Tom R. R. for 25 years, at an annual rental equivalent to dividends of 6 p. c. on its capital stock of $100,000.

CAPITAL STOCK, authorized and issued, $700,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized and issued, $250,000; dated Apr. 1, 1895, due 1915; denom. $500 and $1,000; int. payable Apr. 1 and Oct. 1, at office of Holyoke National Bank, of Holyoke.

Debenture 5 p. c. bonds, authorized and issued $85,000; coupon, but may be registered; dated Oct. 1, 1899, due 1919; denom. $500 and $1,000; int. payable Apr. and Oct., at Holyoke National Bank.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers	$215,019	$227,165	$230,806	$252,261	$292,414
" " other so'rces	1,665	1,933	10,413	10,226	11,252
" total	216,684	229,098	241,219	262,487	303,666
Operating expenses	149,910	154,512	155,029	170,302	204,194
Earnings from opern	66,774	74,586	86,190	92,185	99,472
Deduction from earn.					
Interest charges	17,076	19,587	17,559	21,832	18,560
Taxes	6,568	7,853	17,137	17,618	24,067
Other deduct	6,815	11,504	8,390	9,570	8,437
Net income	36,315	35,642	43,104	43,165	48,408
Dividends paid	32,000	32,000	40,000	40,000	48,000
To surplus account	4,315	3,642	3,104	3,165	408
Total surplus account	36,604	65,260	68,364	73,579	75,987
Per cent operating expn. to total receipts	69.2	67.4	64.2	64.8	68.9

DIVIDENDS, 6 p. c. in 1890 and '91 and 8 p. c. per annum in 1892-3-4-5-6 on $250,000, and in 1897-8, 8 p. c. on $400,000; in 1899 and 1900, 8 p. c. on $500,000; in 1901, 8 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 23,869	$ 11,695	$ 11,867	$ 14,969	$ 15,008
Maint. of way and bldgs	18,427	25,608	22,040	32,603	32,499
" " equipment	24,685	17,930	21,620	18,476	24,176
Transp. expenses	82,929	99,278	99,502	104,254	132,510
Total	$149,910	$154,511	$155,029	$170,302	$204,194

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried	4,233,900	4,468,059	4,926,820	5,738,258
Car miles run	1,107,962	1,172,660	1,268,961	1,491,000
Total receipts per car mile	$.206	$.205	$.206	$.204
Oper'g. exps. per car mile.	.139	.132	.134	.137

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$452,516	$486,470	$501,257	$585,569	$ 576,028
" equipment	147,075	164,230	171,354	219,170	253,004
Other permanent prop.	233,546	238,118	275,268	283,263	281,888
Cash and current assets	10,997	13,944	16,494	23,070	40,272
Miscellaneous assets	5,726	5,511	6,147	4,784	4,593
Total	$849,860	$908,273	$970,520	$1,115,856	$1,155,785

LIABILITIES.					
Capital stock	$400,000	$500,000	$500,000	$500,000	$ 700,000
Funded debt	250,000	250,000	250,000	250,000	335,000
Loans and bills payable		78,900			
Current liabilities	163,256	14,113	152,156	268,840	15,606
Accrued "				23,437	29,193
Profit and loss (surp.)	36,604	65,260	68,364	73,579	75,987
Total	$849,860	$908,273	$970,520	$1,115,856	$1,155,785

PLANT AND EQUIPMENT.—Miles of track (electric), 39.34; gauge, 4 ft. 8½ in.; 56 lb. and 70 lb. T rail; 107 motor cars, 7 snow plows; 2,400 H. P. station plant; Providence-Green and Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Wason cars, Bemis trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. Wm. S. Loomis, Sec. & Treas. W. R. Hill, Supt. G. H. Hunter, Ch. Engr. of Power Station C. A. Shaw.

DIRECTORS.—Wm. S. Loomis, John Olmstead, Frederick Harris, J. G. Mackintosh, N. D. Winter, William R. Hill, J. F. Sullivan.

GENERAL OFFICE, 25 Canal St., Holyoke, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 23; increase of stock, Vol. XIV, Feb. '98, p. 81; description of road, Vol. XIV, Aug., '98, p. 415 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Dec., 1901. b

Mt. Tom Railroad Co.—The road commenced operation from Mountain Park to the summit of Mt. Tom. in May, 1897. It is leased to the Holyoke Street Ry. Co. for 25 years, at an annual rental equivalent to a dividend of 6 p. c. on its capital stock.

CAPITAL STOCK, authorized, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 1; 2 motor cars.

OFFICERS.—Same as Holyoke Street Ry. Co.

REFERENCE.—Description of road, Vol. XIII, Sept. '97, p. 547.

Date of information, Dec., 1901. b

HONEOYE FALLS, N. Y.

Population in 1890, 1,128, in 1900, 1,175.

Lima & Honeoye Falls Electric Light & Railroad Co.—Chartered June 30, 1898. On Nov. 16, 1898, Charles B. Hill was appointed receiver. In July, 1901, reorganization plans were still pending, and the road was in operation only a portion of the year.

CAPITAL STOCK, authorized and issued, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $40,000; dated 1898, due 1918; denom. $1,000; int. payable semi-annually.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$2,015
" " electric lighting	3,314
" " other sources	2,177
" total	7,505
Operating expenses	7,842
Deficit	336
Taxes	228
Deficit for year	565
Total deficit	8,005

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 56 lb. T rail; 3 motor cars and 4 trail cars; 1-150 K. W. Walker generator; 300 H. P. Ball engine; Brill cars and trucks.

OFFICERS.—Receiver C. B. Hill, Supt. C. F. Whiting, Ch. Engr. H. A. Dunn.

GENERAL OFFICE, Lima, N. Y.

Date of information, Dec., 1901. b

HOOSICK FALLS, N. Y.

Population in 1880. 4,530, in 1890, 7,014, in 1900, 5,671, population served 30,000.

Bennington & Hoosick Valley Railway Co.—Chartered Nov. 9, 1897. The line was placed in operation July 1898.

In 1900 this company purchased the properties of the Bennington & Woodford Electric R. R. Co., of Bennington, Vt., and a new power station was equipped, costing $26,000.

CAPITAL STOCK.—Common stock, authorized and issued, $170,000; par value, $100 per share.

5 p. c. non-cumulative, non-voting preferred stock, $30,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $250,000, issued, $182,000; dated Nov. 15, 1897, due 1927; int. payable Jan. and July, at International Trust Co., of Boston, trustee of mortgage.

OPERATION.—	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Receipts from passengers	$9,425	$31,880	$34,961	$36,812
" other sources	125	186	449	264
" total	9,550	32,066	35,410	37,076
Operating expenses	6,018	†24,968	19,784	26,784
Earnings from operation	3,532	7,098	15,626	10,292
Deductions from earnings.				
Interest	4,000	7,459	9,665	8,663
Taxes	192	918	738	772
Betterments			3,000	
Net income	*660	*1,279	2,223	858
Total surplus account		102	2,325	3,183

*Deficit. †Includes large amount of special work.

OPERATING EXPENSES.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
General expenses	$ 703	$ 3,183	$ 3,947	$ 4,957
Transportation expenses	4,194	12,539	11,874	16,887
Maintenance of way and bldgs.	667	7,185	3,303	1,547
" " equipment	454	2,061	3,660	3,393
Total	$6,018	$24,968	$22,784	$26,784

STATISTICS OF TRAFFIC.

	Six mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Passengers carried	200,609	657,391	726,510	747,448
Car miles run	87,773	225,741	267,650	289,761
Total receipts per car mile	$.109	$.151	$.130	$.128
Operating expenses per car mile	.068	.110	.085	.092

BALANCE SHEET.—Dated Jan. 1,

ASSETS.	1899.	1900.	1901.
Cost of road	$220,000	$220,000	$384,243
" " equipment	100,000	100,000	
Cash	427	458	
Materials and supplies	1,500	1,516	2,850
Current assets	5,825	7,007	6,833
Bonds and bills payable			20,000
Total	$327,752	$328,981	$413,926

LIABILITIES.			
Capital stock	$160,000	$160,000	$200,000
Funded debt	160,000	160,000	182,000
Coupons due	400	238	
Loans	2,000	4,506	4,000
Accounts payable	5,397	1,918	7,094
Liabilities and bills payable			17,650
Profit and loss (surplus)	1,955	2,325	3,183
Total	$327,752	$328,981	$413,926

PLANT AND EQUIPMENT.—Miles of track (electric), in N. Y. State, 8, in Vermont, 8.5, gauge, 4 ft. 8½ in.; 60 lb. T rail; 18 motor cars; Walker and Gen. Elec. dynamos, Walker and West. motors, Morse and Jackson & Sharp cars, Dorner & Dutton, Taylor and Peckham trucks; rent power.

OFFICERS.—Pres. George E. Greene, Hoosick Falls, N. Y.; V. Pres. W. M. Holmes, Sec. & Supt. E. H. Libby, Hoosick Falls, N.Y.; Treas. I. E. Gibson, Bennington, Vt.

DIRECTORS.—George E. Greene, L. E. Worden, Jos. Buckley, W. M. Holmes, F. S. Donnell, Boston, Mass.; F. H. White, J. B. Quackenbush, Hoosick Falls, N. Y.; I. E. Gibson, E. E. Larrabee, Bennington, Vt.

GENERAL OFFICE, Hoosick Falls, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01 p. 308.

Date of information, Mar., 1902. z

HOPKINTON, MASS.

Population in 1900, 2,623.

Westborough & Hopkinton Street Railway Co.—Chartered in 1901; municipal franchise granted in 1901. Annual meeting in Oct. This company expects to commence operation about June 1, 1902.

CAPITAL STOCK, authorized, $40,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.25; gauge, 4 ft. 8 in.; 60 lb. rail.

OFFICERS.—Pres. W. R. Dame, V. Pres. H. C. Kingman, Sec. & Treas. G. L. Hemenway.

DIRECTORS.—W. R. Dame, Clinton, Mass.; L. F. Blodgett, Leominster, Mass.; H. C. Ganfield, Westborough, Mass.; M. A. Coolidge, Fitchburg, Mass.; C. L. Claflin, Boston, Mass.; Alex. DeWitt, Worcester, Mass.; H. C. Kingman, So. Framingham, Mass.; Geo. L. Hemenway, Hopkinton, Mass.

GENERAL OFFICE, Hopkinton, Mass.

Date of information, Jan., 1902. z

HORNELLSVILLE, N. Y.

Population in 1880, 8,195, in 1890, 10,096, in 1900, 11,918.

The Hornellsville Electric Railway Co.—Chartered Dec. 16, 1891. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—*First mortgage 4 p. c. bonds, authorized and issued, $70,000; dated July 1, 1898, due 1918; denom. $500; int. payable Jan. and July.

*Issued to replace old 5 and 6 p. c. bonds.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$11,896	$10,904	$11,700	$12,451	$12,815
" other sources	1,551	7,054	2,060	2,025	2,055
" total	13,447	17,958	13,760	14,476	14,870
Operating expenses	13,040	11,891	12,079	11,561	12,083
Earn. from operation	407	6,067	1,681	2,915	2,787
Deductions from earn.					
Interest	3,700	3,700	2,800	2,800	2,800
Taxes	558	411	458	449	558
Deficit	3,851	†1,956	1,577	334	570
Total deficit	13,446	11,489	13,066	13,400	13,970

†Surplus; includes the receipt of $5,000 rent of track from Hornellsville & Canisteo Ry. Co. to June 30, 1897.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 918	$ 1,199	$ 1,124	$ 897	$ 1,388
Transportation expenses	9,798	9,386	9,360	9.293	9,318
Main. of way and bldgs.	688	201	372	265	1,377
" " equipment	1,636	1,105	1,223	1,106	
Total	$13,040	$11,891	$12,079	$11,561	$12,083

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Revenue passengers carried	250,695	218,077	204,406	217,500	256,298
Transfer " "			29,604	31,517	24,213
Car miles run	177,025	177,080	177,542	178,623	179,318
Total receipts per car mile	$.076	$.073	$.070	$.081	$.080
Operating exps. per car mile	.074	.067	.068	.064	.067

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$118,651	$118,812	$118,812	$118,812	$120,915
Bonds other companies	8,000				
Cash	106	62	85	51	31
Other assets	890	762	811	237	83
Profit and loss (deficit)	13,446	11,489	13,066	13,400	13,970
Total	$141,093	$131,125	$132,774	$132,500	$135,000
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	70,000	70,000	70,000	70,000	70,000
Int. on funded debt due and accrued	3,700	3,700	2,800		
Accounts payable	17,393	7,425	9,974	12,500	15,000
Total	$141,093	$131,125	$132,774	$132,500	$135,000

PLANT AND EQUIPMENT.—Miles of track (electric), 5.06; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. girder and T rail; 6 motor cars and 6 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. C. Adsit, V. Pres. F. D. Sherwood, Sec. De M. Page, Treas. & Supt. G. T. Rehn.

DIRECTORS.—Ira Davenport, New York; Geo. M. Brill, David L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn, Hornellsville.

GENERAL OFFICE, 119 Main St., Hornellsville, N. Y.

Date of information, Jan., 1902. z

The Hornellsville & Canisteo Railway Co.—Chartered May 2, 1892. Annual meeting first Saturday in July.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $80,000; dated Oct. 1, 1898, due 1918; denom. $500; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$15,363	$15,433	$14,783	$15,812	$17,298
" other sources	310	19	281	135	55
" total	15,673	15,452	15,064	15,947	17,353
Operating expenses	9,300	10,039	10,387	10,883	11,428
Earnings from operation	6,373	5,413	4,677	5,064	5,925
Deductions from earnings.					
Interest on bonds	4,200	4,200	3,200	3,200	3,200
Taxes	727	644	602	629	754
Rentals		5,000			
Net income	1,446	*4,431	875	1,235	1,971
Total surplus account	9,588	5,157	6,032	7,268	9,239

*Deficit includes $5,000 rental paid to Hornellsville Electric Ry. Co. for track to June 30, 1897.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$1,252	$ 946	$ 1,164	$ 799	$1,392
Transportation expenses	6,391	9,986	7,022	7,010	7,108
Main. of way and bld'gs	928	1,408	1,384	2,139	2,928
" " equipment	729	699	817	935	
Total	$9,300	$10,039	$10,387	$10,883	$11,428

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	312,870	302,872	295,662	311.247	345,967
Car miles run	94,680	95,100	102,204	102,332	102,075
Total rects. per car mile.	$.166	$.162	$.147	$.155	$.170
Oper'g exps. per car mile	.098	.105	.101	.106	.112

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$117,894	$118,207	$118,207	$118,207	$118,352
Oth. perm. invest. (park)			16,800	18,500	20,000
Cash	567	151	1,026	261	232
Other assets	152			300	654
Canisteo Valley Ry. Co.	175				
Total	$118,788	$118,358	$136,033	$137,268	$139,239
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	80,000	80,000	80,000
Int. on funded debt	4,200	4,200			
Accounts payable	2,500	9,000			
Canisteo Valley Ry. bds.	2,500				
Profit and loss (surplus)	9,588	5,158	6,033	7,268	9,239
Total	$118,788	$118,358	$136,033	$137,268	$139,239

PLANT AND EQUIPMENT.—Miles of track (electric), 4.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 3 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. De M. Page, V. Pres. F. D. Sherwood, Sec. C. Adsit, Treas. & Supt. G. T. Rehn.

DIRECTORS.—Ira Davenport, New York; Geo. M. Brill, D. L. Magruder, Philadelphia; Chas. Adsit, F. D. Sherwood, Susan G. Adsit, De Merville Page, Geo. T. Rehn.

GENERAL OFFICE, 119 Main St., Hornellsville, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. z

HOT SPRINGS, ARK.

Population in 1880, 3,554, in 1890, 8,086, in 1900, 9,973.

Hot Springs Street Railroad Co.—This company is the successor to the Hot Springs Street R. R. Co.

CAPITAL STOCK, $500,000, paid in $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $200,000, dated June, 1, 1894, due 1924; int. payable June and Dec.; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.8; gauge, 4 ft.; 48 lb. T rail; 22 motor cars; Gen. Elec. dynamos and motors, American cars; power rented.

OFFICERS.—Pres. S. W. Fordyce, Sec., Treas. Man. & Pur. Agt. Chas. H. Weaver, Ch. Engr. & Elecn. F. A. S. Williams.

GENERAL OFFICE, 615 Park Ave.

REFERENCES.—HOT SPRINGS STREET RAILROAD CO.—Description of road, Vol. X, July, '94, p. 441 (ill.); Vol. X, Souv., '94, p. 50. HOT SPRINGS ELECTRIC LIGHT & POWER CO.—Description of road, Vol. X, July, '94, p. 443 (ill.); pleasure park, Vol. XIII, May, '97, p. 290; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Jan., 1902. z

HOUSTON, TEX.

Population in 1880, 16,513; in 1890, 27,557; in 1900, 44,633.

Houston Electric Co.—This company is the successor to the Houston Electric St. Ry. Co., which was sold under foreclosure of mortgage in Oct., 1901. Annual meeting, second Tuesday in Mar. This company controls a franchise granted on Oct. 23, 1890, for 35 years.

CAPITAL STOCK, authorized, $1,000,000, issued, $428,000; par value, $100 per share.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $877,000; in treasury, $123,000; dated Sept. 1896, due 1916; denom. $500 and $1,000; int. payable Mar. and Sept., at office of International Trust Co., of Boston, trustee of mortgage.

Income mortgage 6 p. c. bonds, issued, $775,000; dated 1896, due 1917.

NOTE.—Treasury bonds may be issued for improvements and extensions at $10,000 per mile for new construction.

The consolidated mortgage bonds may be called for payment at 105 and accrued interest after 1916. Sinking fund of 15 p. c. of net earnings begins 1899, and after Jan., 1906, is limited to 5 p. c. of outstanding bonds.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$187,565	$196,129	$207,561	$234,555
" other sources	4,331	8,710	10,697	6,816
" total	191,896	204,839	218,258	241,378
Operating expenses	125,809	140,574	139,624	159,341
Net earnings	66,087	64,265	78,634	82,030
Deductions from earnings				
Interest on funded debt	46,105	48,276	48,867	48,314
Taxes	8,337	8,163	9,102	9,742
Net income	11,645	7,829	57,969	58,056

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1898.	1899.	1900
Car miles run	1,228,972	1,197,175	1,196,743
Total receipts per car mile	$.156	$.182	$.201
Operating expenses per car mile	.102	.117	.133

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$1,968,700	$2,039,984	$2,060,053	$2,099,957
Real estate	138,783	133,226	135,083	134.709
Insurance unexpired prem.	1,149	2,720	2,243	1,149
Accounts receivable	2,545	8,864	6,470	4,961
Notes receivable	1,428	1,097	1,677	1,173
Judgments receivable		4,500	2,500	
Cash on hand	3,034	25,355	24,329	60,939
Supplies on hand	17,637	13,018	16,689	14,274
Treasury stock	572,000	572,000	572,000	572,000
Miscel. stock and bonds	21,500	21,500	23,000	5,000
Total	$2,726,776	$2,821,264	$2,844,044	$2,894,162
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	867,300	867,300	867,300	877,000
Income bonds	775,000	775,000	775,000	775,000
Notes payable	2,500	16,800	2,700	
Accounts payable	6,430	3,764	4,488	6,409
Paving assessm't payable		45,814	37,424	17,424
Accrued taxes	2,258	7,952	2,365	7,361
" interest	11,277	38,640	69,457	107,124
Profit and loss (surplus)	62,010	65,994	85,310	103,844
Total	$2,726,776	$2,821,264	$2,844,044	$2,894,162

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 45 lb. 65 lb. and 75 lb. T rail; 63 cars, of which 51 are motor cars and 12 trail cars; Allis engines, Gen. Elec. dynamos and motors, Brill, Stephenson, St. Louis and Brownell cars; McGuire, Bemis and Johnson trucks.

OFFICERS.—Recr. H. B. Rice, Pres. & Treas. A. N. Parlin, V. Pres. & Gen. Man. H. F. MacGregor, Sec. & Asst. Treas. J. W. Payne, Audr. D. D. Cooley, Supt. E. S. Ells, Ch. Engr. of Power Station Jno. F. Usener.

DIRECTORS.—A. N. Parlin, 32 Union St., Boston, Mass.; E. P. Hill, T. W. House, W. D. Cleveland, J. H. Kirby, H. F. MacGregor, George E. Smith.

GENERAL OFFICE, 502-4 Travis St., Houston, Tex.

REFERENCES.—Description of road, Vol. X, May, '94, p. 312 (ill.); Vol. X, Souv., '94, p. 44; description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Nov., 1901. d x

HUDSON, N. Y.

Population in 1880, 8,670, 1890, 9,970, in 1900, 9,528.

Albany & Hudson Railway & Power Co.—Chartered Aug. 5, 1899 for 1000 years. This company is a consolidation of the Hudson Street Ry. Co., the Hudson Light & Power Co., the Kinderhook & Hudson R. R. Co., the Greenbush & Nassau Electric Ry. Co., the Citizens' Electric Light & Power Co., of Hudson, and the Kinderhook Power & Light Co. The company operates an interurban line from Hudson to Albany upon the third rail system, and in Feb., 1900, privileges to operate on the lines of the United Traction Co. in Albany were obtained. In Mar., 1902, a plan of reorganization of the company was announced. See Addenda.

CAPITAL STOCK, authorized and issued, $2,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $2,500,000; denom. $1,000; dated Mar. 1, 1889; int. payable Mar. and Sept., at office of Colonial Trust Co., of New York City, trustee of mortgage. These bonds cannot be called for payment before maturity.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$ 80,499
" " freight	22,311
" " other sources	19,576
" " total	122,386
Operating expenses	100,501
Earnings from operation	21,885
Deductions from earnings.	
Interest	125,000
Taxes	8,144
Miscellaneous deductions	13,195
Net income	*115,827
Total surplus	*126,902

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	719,736
Tons of freight carried	27,249
Passenger car mileage	522,419
Freight and express car mileage	19,188

BALANCE SHEET.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road and equipment	$4,074,400	*$5,237,776
Cash	7,029	4,880
Open account	37,920	70,235
Due by agents	9,786	1,123
Materials and supplies	2,287	6,643
Additions and betterments	7,886	
Prepaid insurance	626	4,051
Other assets		134
Profit and loss (deficit)		126,902
Total	$4,139,934	$5,451,745
LIABILITIES.		
Capital stock	$1,975,400	$2,500,000
Funded debt	2,099,000	2,500,000
Int. due and accrued	34,983	41,667
Loans		351,024
Taxes " "	224	
Rent'ls " "	1,000	
Accounts payable	14,700	59,054
Profit and loss (surplus)	14,627	
Total	$4,139,934	$5,451,745

*Includes gas, electric light and power plants.

PLANT AND EQUIPMENT.—Miles of track (electric), 37.5; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 14 cars, of which 10 are motor cars, and 4 trail cars; Gen. Elec. dynamos and motors; Ball & Wood engines; Brill and Stephenson cars; 2 locomotives 4 passenger cars and 15 freight cars.

OFFICERS.—Pres. Chas. H. Werner, 1st V. Pres. A. M. Young, 2d V. Pres. A. C. Salisbury, Sec. & Treas. H. G. Runkle, Gen. Man. George G. Blakeslee, Supt. M. E. Stark, Audr. A. P. Deeds.

DIRECTORS.—W. F. Sheehan, A. M. Young, H. G. Runkle, R. A. C. Smith, Seth L. Keeney, J. A. Seibert, New York City; James Purcell, Valatie, N. Y.; Foster M. Voorhees, Elizabeth, N. J.

GENERAL OFFICE, Albany, N. Y.

POWER PLANT, Stuyvesant Falls, N. Y.

REFERENCE.—Description of road, Vol. XVII, Feb. 2, '01, p. 141 (ill.).

Date of information, Mar., 1902. z

Please note date of information at end of each report.

HULL, QUE.

Population in 1881, 6,890, in 1891, 11,265.

The Hull Electric Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5; gauge, 4 ft. 8½ in.; 19 motor cars; 2 electric locomotives.

OFFICERS.—Pres. Alexander Fraser, V. Pres. C. Magee, Sec. & Treas. W. R. Taylor.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1902. z

HUNTINGTON, N. Y.

Population in 1880, 2,952, in 1890, 3,028.

Huntington Railroad Co.—Chartered May, 1890. Annual meeting second Wednesday in July. The Long Island R. R. Co. assumed entire control of this road on March 5, 1898.

CAPITAL STOCK, authorized and issued, $30,000; par value $10 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $30,000, issued, $26,000; coupon, but may be registered; dated 1890, due 1920; denom. $500; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$4,381	$4,737	$8,565	$9,566	$10,565
Operating expenses	2,841	3,545	12,249	10,825	10,455
Earnings from operation	1,540	1,192	*3,684	*1,259	110
Deductions from earnings	1,532	1,308	1,568	1,754	1,757
Net income	8	*116	*5,252	*3,013	*1,647
Dividends paid	900	600			
To surplus account	*892	*716	*5,252		
Total surplus account	286	*430	*5,818	8,837	*10,849

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	57,024	58,000	165,373	181,391	195,349
Car miles run	26,000	26,500	62,478	62,334	61,469
Gross receipts per car mile.	$.169	$.179	$.137	$.153	$.172
Op. ex. per car mile	.109	.133	.196	.173	.170

DIVIDENDS.—In 1891, 3 p. c.; in 1892, 4 p. c.; in 1893. 4 p. c.; in 1894, 2 p. c.; in 1895, 2½ p. c.; in 1896, 3 p. c.; in 1897, 3 p. c.; in 1898, 2 p. c.

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$56,085	$102,445	$103,252	$103,231	$103,231
Cash assets	286	1,622	845	426	
Other assets	178	140	383	818	293
Profit and loss (deficit)		430	5,818	8,838	10,485
Total	$56,549	$104,637	$110,298	$113,313	$114,009
LIABILITIES.					
Capital stock	$30,000	$30,000	$30,000	$30,000	$ 30,000
Funded debt	26,000	26,000	26,000	26,000	26,000
Loans				56,000	56,000
Other liabilities	264	48,637	54,298	1,313	2,009
Profit and loss (surplus)	286				
Total	$56,549	$104,637	$110,298	$113,313	$114,009

PLANT AND EQUIPMENT.—Miles of track, (electric) 3.2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 5 motor cars; Brill, Jackson & Sharp cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., V. Pres. Geo. D. Pratt, Audr. A. B. Bierck, Sec. & Treas. Frank E. Hoff, Supt. & Elecn. H. W. Tillot.

DIRECTORS.—W. H. Baldwin, Jr., A. B. Bierck, W. F. Brown, Brooklyn, N. Y.; J. M. Brush, Jno. F. Wood, E. D. Davidson, Huntington, L. I.; W. F. Potter, Flushing, N. Y.; Frank E. Hoff, Long Island City, N. Y.

GENERAL OFFICE, at office of L. I. R. R., and 26 Broadway, New York City.

Date of information, Mar., 1902. z

HUNTINGTON, W. VA.

Population in 1880, 3,174, in 1890, 10,108, in 1894, 15,000.

Consolidated Light & Railway Co.—Chartered July 10, 1892, for 40 years. Annual meeting second Friday in July. This is a consolidation of the Huntington Electric Light & Street Ry. Co. and the Huntington Belt Line. The company owns the gas works, and arc and incandescent lighting plant of Huntington. On Jan. 2, 1901, this company was consolidated into the Camden Inter-State Railway Co., through the Ohio Valley Electric Ry. Co.

Date of information, Mar., 1902. z

Camden Inter-State Railway Co.—On Jan. 2, 1901, this name was taken for the properties previously known as the Ohio Valley Electric Ry. Co., of Ashland Ky., and its constituents were acquired by purchase. The road, with its connections, now extends from Guyandotte, W. Va., through Huntington, Central City, Kellogg, Ceredo, Kenova, W. Va., to Catlettsburg and Ashland, Ky., and by transfer across the Ohio River to Coal Grove and Ironton, O.

CAPITAL STOCK, authorized, $1,000,000, issued, $950,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,015,000; held in escrow to retire prior liens, $150,000 (see note;) held in treasury for future improvements, $335,000; dated Jan. 1, 1901, due 1921; denom. $1,000; int. payable Mar. and Sept.

NOTE.—The only prior liens of the Ohio Valley Electric Ry. Co. not called in and cancelled by the new company, are as follows:—Consolidated Light & Ry. Co.'s first mortgage, 6 p. c. gold coupon bonds, $100,000; dated Aug. 27, 1893, due 1923. Ashland & Catlettsburg Street Ry. Co.'s first mortgage bonds, $50,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 30, of which 12 miles are new connections; gauge, 4 ft. 8½ in.; 70 lb. rail; 40 motor cars; 1,800 H. P. boilers; West generators, West and Gen. Elec. motors.

OFFICERS.—Pres. J. N. Camden, Jr., V. Pres. & Gen. Man. J. A. Fickinger, Sec. Sprigg D. Camden, Treas. & Pur. Agt. W. W. Magoon, Div. Supts. T. M. Gathright (Ashland & Huntington); A. L. Thuma, (Ironton).

GENERAL OFFICE, Huntington, W. Va.

POWER STATION, Ashland, Ky.

Date of information, Mar., 1902. z

HUNTSVILLE, ALA.

Population in 1890, 7,995, in 1900, 8,068.

Huntsville Railway, Light & Power Co.—This company built an electric railway in Huntsville and commenced operation in 1900.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 3 trail cars; 2 Siemen & Halske generators, 300 K. W.; 480 H. P. engine, Lorain motors, St. Louis cars.

OFFICERS.—Recr. & Treas. Frank W. Graves, Pres. Pur. Agt. & Supt. Alfred L. Sweeney, V. Pres. T. W. Pratt.

GENERAL OFFICE, Huntsville, Ala.

Date of information, Mar., 1902. z

HUTCHINSON, KAN.

Population in 1880, 1,540, in 1890, 8,682, in 1900, 9,379.

Hutchinson Street Railway Co.—Chartered Sept. 9, 1886, for 40 years. Annual meeting Sept. 1.

CAPITAL STOCK, authorized, $100,000, issued, $45,000.

FUNDED DEBT, authorized, $100,000, issued, none.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 6 in.; 20 lb. T rail; 40 horses, 14 horse cars; Brownell and Laclede cars.

OFFICERS.—Pres. L. A. Beebe, Sec. & Treas. W. S. Yeager, Gen. Man. L. A. Bigger.

GENERAL OFFICE, Main and Sherman Sts.

Date of information, Feb., 1901. d

INDEPENDENCE, IA.

Population in 1900, 5,163.

Independence & Rush Park Railway Co.—This company commenced operation of its road in 1894. It is now operated by the administrators of the estate of Richard Campbell, who was sole owner. The administrators are S. P. Campbell, R. M. Campbell and W. E. Bain.

CAPITAL STOCK, authorized and issued, $25,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 6 motor cars and 3 trail cars; 3 West. generators, Ide engines, Gen. Elec. motors.

OFFICERS.—Man. W. E. Bain.

GENERAL OFFICE, Independence, Ia.

Date of information, Dec., 1901. d

INDIANAPOLIS, IND.

Population in 1880, 75,056, in 1890, 105,436, in 1900, 169,164.

Indianapolis Street Railway Co.—Chartered Mar. 7, 1899, as the successor by purchase of the Citizens' Street Ry. Co. and the City Ry. Co., and took possession of the lines on May 3, 1899, and since then extensive reconstruction work has been carried nearly to completion.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First mortage 4 p. c. gold bonds, authorized and issued, $6,000,000; coupon, but may be registered; dated July 1, 1899, due 1933; denom. $1,000; int. payable Jan. and July at office of Guarantee Trust & Safe Deposit Co., of Philadelphia, Pa., trustee of mortgage.

Citizens Street R. R. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized and issued, $4,000,000; coupon, but may be registered; dated May 1, 1893, due 1933; denom. $1,000; int. payable May and Nov., at office of Fourth St. National Bank of Philadelphia.

Plant and Equipment.—Miles of track (electric), 120; gauge, 4 ft. 8½ in.; 38 lb. to 95 lb. Johnson girder rail; 343 cars; Allis, Buckeye and Wheelock, engines; Gen. Elec. and West. dynamos and motors, Pullman and St. Louis cars.

Officers.—Pres. & Gen. Man. H. J. McGowan, V. Pres. J. A. Lemcke, 2nd V. Pres. & Asst. Gen. Man. James M. Jones, Sec. Henry Jameson, Treas. & Asst. Sec. W. F. Milholland, Asst. Gen. Man. John Grant, Supt. Miller Elliott, Ch. Engr. & Elecn. Charles Romelins.

Directors.—Hugh J. McGowan, Henry Jameson, Harold B. Hibben, Geo. Brown, James Murdock and Julius A. Lemeke, of Indianapolis; W. Kesley Schoepf, Cincinnati, O.

General Office, Illinois & Washington Sts., Indianapolis, Ind.

References.—Description of road, Vol. VI, Oct., '90, p. 474 (ill.). Vol. VII, Jan., '91, p. 7; Vol. X, Aug., '94, p. 508 (ill.); power plant; Vol. VI, Aug., '90, p. 382 (ill.); boiler accident, Vol. X, Oct., '94, p. 610; increase of bonds, Vol. IX, June, '93, p. 419; change of owners, Vol. IX, Jan., '93, p. 66; annual report, Vol. IX, Feb., '93, p. 129; a peculiar grounding burnout, Vol. IX, May, '93, p. 274; franchise decision, Vol. X, Dec., '94, p. 794. INDIANAPOLIS ST. RY.—Description of road, Vol. VIII, Aug., '92, p. 468 (ill.); franchise decision, Vol. XIII, May and Aug., '97, pp. 318 and 483; status of company, Vol. XV, Aug., '99, p. 512 (ill.); operating detail, Vol. XVIII, Jan. 4, '02, p. 27.

Date of information, Mar., 1902. z

Indianapolis & Greenfield Rapid Transit Co.—Franchise granted, perpetual in Hancock County, for 50 years in Marion County, and 30 years in Greenfield. This company placed its road in operation on June 17, 1900, connecting with the Indianapolis St. Ry. at its outer terminus at Irvington, and running to Greenfield.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated Oct. 1, 1899, due Jan. 1, 1929; denom. $1,000; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

Note.—Sinking fund of $12,500 per annum begins Oct. 1, 1904, and bonds then subject to call at 105 and accrued interest.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 2 Siemen-Halske generators, 800 K. W.; 1200 H. P. Russell engine, Sterling boilers, Lorain motors, Jewett cars.

Officers.—Pres. F. M. Fanore, V. Pres. C. E. Coffin, Sec. & Gen. Man. J. W. Chipman, Treas. M. B. Wilson, Ch. Elecn. William Snover.

Directors.—Elmer J. Binford, F. M. Fanore, C. E. Coffin, M. B. Wilson, J. W. Chipman, Indianapolis, Ind.; L. E. McDonald.

General Office, Greenfield, Ind.

Power Station, Philadelphia, Ind.

Date of information, Mar., 1902. z

Broad Ripple Traction Co.—This company is the successor by purchase at foreclosure sale on July 15, 1899, of the Indianapolis & Broad Ripple Transit Co., which was chartered Aug. 4, 1890, for 50 years. Municipal franchise granted July 20, 1894, for 50 years. Annual meeting first Thursday in Aug.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. registered gold bonds, authorized and issued, $400,000; dated 1899, due 1929; denom. $1,000 int., payable at office of Guarantee Trust & Safe Deposit Co., Phila., Pa., trustee of mortgage.

Plant and Equipment.—Miles of main line, 5, of second track, 1.5, of sidings, 1, total track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 cars, of which 10 are motor cars and 10 trail cars; Gen. Elec. dynamos and motors. Brill and Fowler cars.

Officers.—Pres. John B. Warner, V. Pres. Clarence Winter, Sec. J. D. Thompson, Treas. E. B. Peck, Asst. Sec. & Pur. Agt. P. A. Hinds.

Reference.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

General Office, 13 Clay Pool Building, Indianapolis, Ind.

Date of information, Jan., 1902. z

Indianapolis & Martinsville Traction Co.—This company was organized to construct an electric railway from Indianapolis to Martinsville, through nine intermediate towns.

Capital Stock, $750,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $750,000; dated Jan. 1, 1902, due 1932; denom. $1,000; int. payable Jan. and July, at office of Union and Security Trust Co.'s; trustee of mortgage, Security Trust Co. These bonds may be called for payment at six months' notice at 105 and accrued interest after ten years.

Plant and Equipment.—Miles of track (electric), 31.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 8 motor cars; 950 K. W. generators, 1,200 H. P. station plant, West. motors.

Officers.—Pres. Charles Finley Smith, V. Pres. J. A. Daily, Sec. & Treas. Emmet M. Smith.

Directors.—Charles Finley Smith, Emmet M. Smith, John W. Holliday, J. A. Daily, Harry C. New, Gavil L. Payne, H. M. Foltz all of Indianapolis.

General Office, 105 Monument Place, Indianapolis, Ind.

Power Station, Mooresville, Ind.

Date of information, Feb., 1902. z

Indianapolis, Greenwood & Franklin Railroad Co.—Construction work was begun June, 1899. The road was placed in operation Jan. 15, 1900.

Capital Stock, authorized and issued, $285,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, none issued.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars; Lorain motors.

Officers.—Pres. Jos. I. Irwin, V. Pres. & Gen. Man. Wm. G. Irwin, Sec. & Treas. Hugh T. Miller, Supt. & Elecn. A. B. Hogue,

Directors.—Jos. I. Irwin, L. I. Sweeney, Wm. G. Irwin, Z. T. Sweeney, H. T. Miller.

General Office, Columbus, Ind.

Reference.—Extension of road, Vol. XVII, Jan. 5, '01, p. 70.

Date of information, Mar., 1902. z

IOLA, KAN.

Population in 1880, 1,096, in 1890, 1,700, in 1900, 5,791.

Iola Electric Railroad Co.—Chartered May 22, 1901, for 98 years; municipal franchise granted Feb. 22, 1901, for 98 years. Annual meeting Mar. 22.

CAPITAL STOCK, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, $———; dated July 5, 1901, due 1921; denom. $500; int. payable Feb. and Aug., at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric) 8.5, of which 3.5 miles is through private right of way; gauge, 4 ft. 8½ ins.; 52 lb. T rail.

OFFICERS.—Pres. & Gen. Man. F. V. Crouch, V. Pres. L. L. Northrup, Sec. J. F. Thompson, Treas. George A. Bowlus, Supt. C. M. Crouch, Ch. Engr. & Elec. R. D. Long.

DIRECTORS.—F. V. Crouch, L. L. Northrup, C. M. Crouch, Fred. J. Horton, Thos. A. Bowlus, Geo. A. Bowlus, J. A. Robinson, J. S. Turner, all of Iola, Kan.

GENERAL OFFICE, Iola, Kan.

POWER STATION, near Rock Creek, Kan.

Date of information, Jan., 1902. z

IRONTON, O.

Population in 1880, 8,857, in 1890, 10,939, in 1900, 11,868.

Ironton Electric Light & Railway Co.—This is the successor to the Ironton & Petersburg Street Ry. Co. In Mar., 1899, Edward Wilson was appointed receiver of this property, and in Apr. 1900, the company was consolidated into the Camden Interstate Ry. Co., of Huntington, W. Va., through the Ohio Valley Electric Ry. Co.

Date of information, Mar., 1902. z

IRONWOOD, MICH.

Population in 1890, 7,745, in 1900, 9,705.

Twin City General Electric Co.—Chartered 1890. The company operates two electric lighting plants and the local electric railroad.

CAPITAL STOCK, apportioned to railroad system, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued $125,000; dated July 1, 1900, due 1930; denom. $1,000; int. payable in gold, Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. E. D. Nelson, V. Pres. H. M. Byllesby, Sec. & Treas. H. F. Jahn, Supt. & Pur. Agt. Geo. Beck.

Date of information, Feb., 1901. z

Please note date of information at end of each report.

ITHACA, N. Y.

Population in 1880, 9,105, in 1890, 11,079, in 1900, 13,136.

Ithaca Street Railway Co.—Chartered Nov. 18, 1884. Annual meeting second Monday in June. This company owns the Cayuga Lake Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $325,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued $175,000; dated July 1, 1892, due 1922; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of New York.

Second mortgage 6 p. c. bonds, authorized and issued, $75,000; dated Jan. 2, 1894, due June 2, 1922; int. payable Jan. and July.

Third mortgage bonds, authorized and issued, $50,000; dated June 1, 1901, due 1922; int. payable Jan. and July.

NOTE.—The company has guaranteed the first mortgage 6 p. c. bonds of the Cayuga Lake Electric Ry. Co., authorized and issued, $25,000; dated June 1, 1894, due 1922; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass	$59,005	$59,127	$61,974	$65,242	$74,417
" other sources...	11,930	16,014	13,716	36,306	25,135
" total.....	70,935	75,141	75,690	101,548	99,552
Operating expenses....	42,302	46,760	48,062	67,070	83,812
Earnings from oper....	28,634	28,381	27,628	34,478	15,740
Deductions from earn..	19,106	29,037	23,646	25,926	22,157
Net income.....	9,527	*.656	3,982	8,552	*6,417
Dividends paid.....	7,500	7,500			
To surplus account....	2,027	*8,156	3,982	8,552	
Total surplus account ..	22,451	12,563	33,044	40,582	23,167

DIVIDENDS, in 1896, 6 p. c.; in 1897, 2½ p. c.; in 1898, 2½ p. c.
*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1897.	1898.	1899.	1900.	1901.
General expenses..... $ 7,574	$ 9,482	$10,842	$10,412	$18,899
Transportation exps.... 27,643	30,557	28,806	39,454	50,941
Main. of way and bldgs.. 1,769	2,837	1,945	5,328	4,559
" " equipment.... 5,316	3,884	6,469	11,876	9,413
Total..... $42,302	$46,760	$48,062	$67,070	$83,812

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue pass. carried....	1,309,142	1,303,911	1,387,193	1,500,600
Transfer " "		178,206	243,533	310,827
Car miles run.....	310,998	298,663	371,576	425,659
Total receipts per car mile	$.241	$.253	$.273	$.234
Operating exp. per car mile	.150	.160	.180	.197

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$517,444	$527,207	$538,448	$562,434	$589,187
Other permanent inve.	95,525	95,525	94,109	75,000	75,000
Cash.....	5,674	6,774	5,357	1,777	1,295
Bills receivable.....	4,281	2,277			
Due by agents.....					115
Open accounts.....	3 059	1,581	4,330	23,613	1,635
Material and supplies..	5,203	5,418	6,330	7,094	8,597
Other assets.....	911	886	916	3,001	248
Total.....	$632,097	$639,668	$649,490	$672,919	$676,078
LIABILITIES.					
Capital stock.....	$300,000	$300,090	$300,000	$300,000	$325,000
Funded debt.....	275,000	275,000	275,000	275,000	325,000
Int. on funded debt due and accrued	7,625	7,625	7,625	7,685	375
Accounts payable.....	9,068		11,598	13,264	2,536
Loans.....	17,952	25,724	22,223	35,388	
Bills payable.....		18,756			
Pro. and loss (surp)....	22,451	12,563	33,044	40,582	23,167
Total.....	$632,097	$639,668	$649,490	$672,919	$676,078

PLANT AND EQUIPMENT.—Miles of track (electric), 7.68; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 22 motor cars; Ball and McEwen engines, Gen. Elec. dynamos and motors, Brill, Gilbert and Jackson & Sharp cars; water power to 800 H. P.

OFFICERS.—Pres. Edward G. Wyckoff, V. Pres. E. L. Fuller, Sec. Allen N. Drake, Treas. William C. Elmendorf.

DIRECTORS.—Edward G. Wyckoff, Jared T. Newman, Charles G. Hoyt, Ezra Cornell, Samuel Halliday, R. C. Carpenter, Allen N. Drake, Ithaca, N. Y.

GENERAL OFFICE, Savings Bank Bldg., Ithaca, N. Y.

REFERENCE.—Accident instructions, Vol. XVI, Aug. 18, '00, p. 774.

Date of information, Dec., 1901. b

JACKSON, MICH.

Population in 1880, 16,105, in 1890, 20,798, in 1900, 25,180.

Jackson & Suburban Traction Co.—Incorporated in Sept., 1900, as the successor by purchase, at receiver's sale on Sept. 13, 1900, of the properties of the Jackson St. Ry. Co. In Nov., 1900, rights of way and franchises had been obtained for an extension from Jackson to Ann Arbor, 38 miles, and the road has been extended to Grass Lake, 10 miles. This road has been taken over by the Detroit & Chicago Traction Co.

CAPITAL STOCK, authorized, $300,000, issued, 140,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; denom. $1,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 12, under construction, 38, proposed, 18; gauge, 4 ft., 8½ in.; 70 lb. T and girder rail; 12 motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Brill cars; steam power rented.

OFFICERS.—Pres. W. A. Boland, 31 Nassau St., N. Y. City; Sec. & Treas. W. A. Foote, Supt. John Leonard.

DIRECTORS.—W. A. Boland, H. M. Hobart, Wm. F. Shaler, W. A. Foote, J. B. Foote.

GENERAL OFFICE, 118 E. Main St., Jackson, Mich.

Date of information, Feb., 1902. x

Detroit & Chicago Traction Co.—This company was incorporated in Feb., 1901, to construct an electric railway from Detroit to Battle Creek, 120 miles, and has secured franchises and private rights of way through the cities of Battle Creek, Marshall, Albion and Parma, also east through Chelsea, Dexter and Ann Arbor; this section covering 38 miles has commenced operation, and the line is ultimately to be extended to Chicago. The company has secured control by purchase of the Jackson & Suburban Traction Co. and the Detroit, Plymouth & Northville Ry.

CAPITAL STOCK, authorized, $4,000,000, issued, $3,250,000; par value, $100 per share. The capital stock will eventually be increased to $10,000,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $4,000,000, to be issued as required.

OFFICERS.—Pres. W. A. Boland, V. Pres. P. H. Flynn, Treas. F. C. Cocheu, Brooklyn, N. Y.; Sec. W. A. Foote, Jackson, Mich.

GENERAL OFFICE, Jackson, Mich.

Date of information, Feb., 1902. x

JACKSON, MISS.

Population in 1880, 5,204, in 1890 5,920, in 1900 7,816.

Jackson Electric Railway, Light & Power Co.—Chartered Mar., 1898, as the successor to the Jackson City R.R. The new company commenced operation May, 1899.

CAPITAL STOCK, $250,000.

FUNDED DEBT, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge 4 ft. 8½ in.; 45 lb. T rail, 9 motor cars; Gen. Elec. dynamos and motors. Corliss engines.

OFFICERS.—Pres. F. G. Jones, (Memphis, Tenn.), V. Pres. H. H. Corson, (Nashville, Tenn.), Sec. & Treas. S. T. Carnes, (Memphis, Tenn.), Gen. Man., Pur. Agt. & Elecn. Gilbert F. Brown.

GENERAL OFFICE, Jackson, Miss.

Date of information, Mar., 1902. z

JACKSON, TENN.

Population in 1880, 5,377, in 1890, 10,039, in 1900, 14 511.

Jackson & Suburban Street Railroad Co.—This is a reorganization, in 1894, of the Jackson & Suburban Street Ry. Co. Annual meeting second Tuesday in May. The present company is preparing to change the road to electricity.

CAPITAL STOCK, authorized, $200,000, issued, $60,000.

FUNDED DEBT, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft.; 50 lb. T rail; 23 horses, 17 cars, of which 8 are motor cars and 9 trail cars; Ball engines, Walker dynamos and motors, St. Louis cars.

OFFICERS.—Pres. J. H. Hirsch, V. Pres. G. C. Anderson, Sec. S. D. Hayes. Treas., Man. & Pur. Agt. J. L. Wisdom, Attys. Hayes & Bond, Ch. Engr. R. D. Davy.

DIRECTORS.—J. H. Hunter, G. C. Anderson, J. W. N. Burkett, J. L. Wisdom, S. D. Hayes, C. G. Bond, J. H. Hirsch.

GENERAL OFFICE AND POWER STATION, College and Shannon Sts., Jackson, Tenn.

Date of information, Dec., 1901. d

JACKSONVILLE, FLA.

Population in 1880, 7,650, in 1890, 17,201, in 1900, 28,429.

Main Street Railroad Co.—Chartered Mar. 15, 1883. This property is owned by the Plant System and is operated as one with the Jacksonville St. Ry.

Please note date of information at end of each report.

CAPITAL STOCK, authorized and issued, $15,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $20,000, issued, $4,300; dated Feb. 1, 1893; due 1903; denom. $100 and $500; int. payable Feb. and Aug., at office of the Southern Savings & Trust Co., of Jacksonville, trustee of mortgage.

FRANCHISES.—Granted Nov. 16, 1892, for 25 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.75; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 motor cars, Gen. Elec. and West. dynamo and motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. F. Q. Brown (12 W. 23rd St., N. Y. City). Treas. J. Moultrie Lee, Supt. M. E. Satchwell, Pur. Agt. M. F. Loughman.

GENERAL OFFICE, 26 Main St., Jacksonville, Fla.

Date of information, Dec., 1901. d

Jacksonville Street Railway Co.—Chartered Dec. 23, 1879. This property is owned by the Plant System and is operated as one with the Main St. R. R.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 5 ft.; 40 lb. and 50 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Allis engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. F. Q. Brown, V. Pres. M. F. Plant, Treas. J. M. Lee (Savannah, Ga.), Supt. M. E. Satchwell, Pur. Agt. M. F. Loughman, Ch. Engr. J. H. Dunne.

PRESIDENT'S & Pur. Agt.'s office, 12 W. 23rd St., N. Y. City; Superintendent's Office, Jacksonville, Fla.

Date of information, Jan., 1901. z

JACKSONVILLE, ILL.

Population in 1880, 10,927, in 1890, 12,935, in 1900, 15,078.

Jacksonville Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $33,450; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $75,000, issued, $45,000; dated Jan. 1, 1892, due 1912; int. payable Jan. and July, in New York; trustee of mortgage, St. Louis Trust Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 25 lb. to 60 lb. rail; 2 horses, 21 cars, of which 9 are motor cars and 12 trail cars; Gen. Elec. and West. dynamos, Gen. Elec. and Detroit motors.

OFFICERS.—Pres. Wm. S. Hook, Sec. Marcus Hook, Treas. Francis Hook, Supt. Edward B. Kirk.

DIRECTORS.—Wm. S. Hook, Francis Hook, Marcus Hook.

GENERAL OFFICE, Jacksonville, Ill.

Date of information, Mar., 1902. z

JAMESTOWN, N. Y.

Population in 1880, 9,357, in 1890, 16,038, in 1900, 22,892.

The Jamestown Street Railway Co.—Chartered by the State Oct. 8, 1883, for 99 years. Annual meeting third Monday in Oct.

CAPITAL STOCK, authorized, $250,000, issued, $100,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Jan. 23, 1883, due 1913; denom. $1,000; int. payable Jan. and July, at office of State Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$85,003	$88,142	$90,743	$103,477	$109,013
" other sources	1,765	2,760	2,307	1,910	1,703
" total	86,708	90,902	93,050	105,387	110,716
Operating expenses	68,200	60,470	57,523	62,443	66,738
Earnings from oper.	18,508	30,432	35,527	42,944	43,978
Deductions from earnings.					
Interest	18,000	26,272	26,500	25,869	25,958
Taxes	2,358	3,676	3,565	3,681	3,316
Net income	*1,851	484	5,462	13,394	14,704
Total surplus account	109	593	5,961	19,275	35,479

* Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 9,099	$ 6,398	$ 4,731	$ 5,577	$ 5,699
Transportation expenses	42,079	39,352	37,805	39,747	45,867
Maint. of way and buildings.	6,471	5,845	7,829	9,962	6,667
" " equipment	10,551	8,875	7,158	7,157	8,506
Total	$68,200	$60,470	$57,523	$62,443	$66,738

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Rev. pass. carried	1,824,697	2,398,584	2,044,332	2,389,194	2,486,552
Trans. " "			438,056	522,863	508,392
Car miles run	609,586	640,120	584,548	624,140	617,335
Total rec'ts per c. m.	$.142	$.142	$.159	$.169	$.179
Oper. exps. " "	.112	.089	.098	.100	.108

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$322,152	$335,439	$355,326	$392,346	$629,898
" equipment.	215,790	218,555	218,951	222,893	
Improv. of Celeron.	104,262	103,942	103,942	103,942	103,942
Cash	137	137	137	137	137
Bills receivable	43	43	43	43	43
Open accounts	108,206	117,714	123,093	135,527	147,357
Material and sup.	6,711	5,144	2,273	1,288	2,219
Unsubscribed stock.	150,000	150,000			
Total	$907,301	$930,974	$803,764	$856,176	$883,595
LIABILITIES.					
Capital stock	$250.000	$250,000	$100,000	$100,000	$100,000
Funded debt	300,000	300,000	300,000	300,000	300,000
Bills payable	192,667	218,729	217,726	232,718	230,788
Other liabilities	164,524	161,653	180,078	204,183	217,328
Profit and loss (sur.)	109	592	5,961	19,275	35,479
Total	$907,301	$930,974	$803,765	$856,176	$883,595

PLANT AND EQUIPMENT.—Miles of track (electric), 19.1; gauge, 4 ft. 8½ in.; 30 lb. to 70 lb. T and girder rail; 7 horses, 46 motor cars; Noye and Phœnix engines, Short, Walker and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. L. B. Warner, Sec. W. S. Cameron, Treas. S. B. Broadhead, Supt. & Pur. Agt. Geo. E. Maltby, Ch. Engr. & Ch. Engr. of Power Station, Chas. Griffith, Elecn. Frank Miller, Foreman A. A. Harvey, Asst. Foreman J. L. Hills.

DIRECTORS.—A. N. Broadhead, L. B. Warner, O. E. Jones, F. E. Gifford, W. S. Cameron, S. B. Broadhead, R. N. Marvin, Wm. Broadhead.

GENERAL OFFICE, Jamestown, N. Y.

REFERENCE.—Description of parks, Vol. XIII, Feb., '97, p. 94 (ill.); improvements, Vol. XV, July, '99, p. 463.

Date of information, Mar., 1902. z

JANESVILLE, WIS.

Population in 1880, 9,018, in 1890, 10,836, in 1900, 13,185.

Janesville Street Railway Co.—Chartered 1886, for 30 years, as a horse road; present company organized Mar., 1892. Annual meeting last Monday in Feb.

CAPITAL STOCK, authorized $125,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Oct. 1, 1892, due 1912; int. payable Apr. and Oct., at office of company; trustee of mortgage, Finance Co. of Pennsylvania.

DIVIDENDS.—In 1892, 6 p. c.; in 1893, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 cars, of which 7 are motor cars and 3 trail cars; A. & S. engines, Gen. Elec. dynamos, West. motors, St. Louis cars.

OFFICERS.—Pres. George W. Blabon, V. Pres. James Shearer, Sec. & Treas. Ed. L. Blabon, Gen. Man. & Pur. Agt. Geo. J. Hurd.

DIRECTORS.—G. W. Blabon, Philadelphia, Pa.; Alexander Graham, W. R. Proudfoot, Geo. L. Carrington, Geo. M. McKey.

GENERAL OFFICE, Power House, Academy St.

Date of information, Dec., 1901. d

JEFFERSONVILLE, IND.

Population in 1880, 9,357, in 1890, 10,666, in 1900, 10,774.

Jeffersonville City Railway Co.—Chartered Jan. 14, 1889, as a successor to the Ohio Falls Street Ry. Co. This property was sold at foreclosure sale in Aug., 1896. The company is planning to equip the road electrically.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds. $25,000; dated Apr. 1, 1892; due 1919, but subject to call on Apr. 1, 1893, and thereafter; int. payable Apr. and Oct.; trustee of mortgage, Columbia Finance & Trust Co., of Louisville.

NOTE.—The company has been in default on the interest of its bonds for a number of years.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft. 8½ in.; 35 lb. steel T rail; 26 horses, 11 horse cars.

OFFICERS.—Pres. & Treas. Jas. E. Howard, Sec. T. J. Howard.

GENERAL OFFICE, Howard Ship Yard, Jeffersonville, Ind.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

JERSEY CITY AND NEWARK, N. J.

Population Jersey City in 1880, 120,722, in 1890, 163,000, in 1900, 206,433. Newark in 1880, 136,500, in 1890, 181,830, in 1900, 246,070.

North Jersey Street Railway Co.—Chartered June, 1894, to operate electric street railways in northern New Jersey. This company owns and operates the Newark and South Orange Ry. and leases the Consolidated Traction Co.'s lines for 999 years, at a rental, beginning with 1899 of 2% on the capital stock ($15,000,000) for the first three years, 2½% for 1902, 3% for 1903-1904, 3½% for 1905; and 4% thereafter, and also assumes all the liabilities of the Consolidated Traction Co. in addition to above rental.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—The direct funded indebtedness of the company is $6,500,000, as follows:

First mortgage 4 p. c. gold bonds, authorized, $15,000,000, issued, $6,500,000, denom. $1,000; dated May 1, 1898, due 1948; int. payable May and Nov., at office of Manhattan Trust Co., of New York City, trustee of mortgage and also at the office of the Fidelity Trust & Deposit Co., of Newark, N. J.

In addition to the above, the company has assumed $22,158,000 of underlying bonds as follows. (See companies named for detailed description).

	Outstanding.
Consolidated Traction Co.'s first mortgage bonds	$15,000,000
Newark Pass. Ry. Co.'s first consolidated mortgage bonds.	4,600,000
" " " " underlying securities	1,250,000
Jersey City & Bergen R. R. Co.'s first mortgage bonds	258,000
Passaic & Newark Elec. Traction Co.'s first mortgage bonds	550,000
Rapid Transit Street Ry. Co. of Newark	500,000
Total	$22,158,000

Operation.—The following is a combination of the operating reports of the Passaic & Newark Electric Traction Co., from Jan. 1, 1897, to Jan. 1, 1898, (the date of its lease to the Consolidated Traction Co.,) and of the Consolidated Traction Co., the Newark & South Orange Ry. Co., and the North Jersey St. Ry. Co., from Jan. 1, 1897, to June 1, 1898, (the date of consolidation of these three companies) and of the combined properties as a whole since that time:

Year ending Dec. 31,	1898.	1899.	1900.	1901.
Receipts from passengers.	$3,447,686	$3,737,003	$3,959,854	$4,151,411
" other sources....	24,622	20,502	32,207	21,236
" total.....	3,472,308	3,757,505	3,992,061	4,172,647
Operating expenses.....	1,669,725	1,780,047	1,942,790	1,994,988
Earnings from operation.	$1,802,583	$1,977,458	$2,049,271	$2,177,659

Plant and Equipment.—Miles of track (electric), 240; 678 motor cars; Allis engines; West. & Gen. Elec. generators and motors; Babcock & Wilcox boilers; Brill, Laclede and St. Louis cars.

Officers.—Pres. E. F. C. Young, V. Pres. David Young, Sec. W. S. Johnson, Treas. E. N. Hill, Audr. E. D. Hibbs, Pur. Agt. C. H. Thorne, Gen. Supt. G. F. Chapman.

Directors.—A. J. Cassett, E. F. C. Young, Thomas Dolan, P. A. B. Widener John D. Crimmins, J. R. Shanley. L. D. Ward, W. L. Elkins, John F. Dryden, Peter Hauck, John F. Kehoe, Joseph D. Bedle, Edw. L. Young, David Young, George F. Perkins.

General Office, 29 Exchange Place, Jersey City, N. J.

Reference.—Extension of power plant, Vol. XVII, Mar., 23, '01, p. 360 (ill.).

Date of information, Mar., 1902. b x z

Consolidated Traction Co.—Chartered Mar. 15, 1893. This company controls (by ownership of stock) and operates the

New Jersey Traction Co.
Jersey City & Bergen R. R. Co.
Newark Passenger Ry. Co.
The Newark Plank Road Co.
Jersey City, Harrison & Kearny R. R. Co.
Passaic & Newark Electric Traction Co.
Passaic & Newark Electric Ry. Co.
Newark & South Orange Ry. Co.
Bergen Point & Staten Island Ferry Co. (owns no street railway lines).
Port Richmond & Bergen Point Ferry Co. (owns no street railway lines).

It also leases the Rapid Transit Street Ry. Co., of Newark.

The property of this company is leased to the North Jersey Street Ry. Co. for 999 years, at an annual rental beginning with 1899, of 2% on the capital stock for 3 years; 2½% for one year; 3% for 2 years; 3½% for one year; and 4% thereafter. The North Jersey Street Ry. Co. assumes all the liabilities of this company.

Capital Stock, authorized and issued, $15,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, issued and $15,000,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Manhattan Trust Co. of New York, trustee of mortgage.

Note.—The first mortgage bonds are a lien upon all the franchises, road and equipment which may be owned by the company, together with the following collateral securities: 10,000 shares of the stock of the Jersey City & Bergen City R. R. Co.; 6,465 shares of the Newark Plank Road Co., 1,000 shares of the Jersey City, Harrison & Kearny R. R. Co.; 60,000 shares of the Newark Passenger Ry. Co.; 5,000 shares of the New Jersey Traction Co.; 10,000 shares of the Passaic & Newark Traction Co., and 4,000 shares of the Port Richmond & Bergen Point Ferry Co.

Operation.—(See North Jersey Street Ry. Co.)

Plant and Equipment.—(See North Jersey Street Ry. Co.)

Officers.—Pres. E. F. C. Young, V. Pres. E. B. Gaddis, Sec. T. J. George, Treas. E. N. Hill, Audr. E. D. Hibbs, Gen. Sup. G. F. Chapman, Pur. Agt. & Elecn. C. H. Thorne, Ch. Engr. of Power Station J. G. Elliott.

Directors.—C. A. Griscom, R. C. Jenkinson, Jeremiah O'Rourke, E. B. Gaddis, M. T. Barrett, E. F. C. Young, B. M. Shanley, Jr., L. D. Ward, Albert Jennings, W. J. Davis, John E. McArthur, Dudley Farand, David Young, J. E. Hulshizer, J. K. Corbierre.

General Office, 29 Exchange Place, Jersey City.

References.—Description of Newark power plant, Vol. XI, Jan., '95, p. 41 (ill); description of car house, Vol. XI, Feb.,' 95, p. 103 (ill.); description of repair shop, Vol. XII, Jan. '96, p. 14 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; description of road, Vol. XII, Aug., '96, p 454 (ill.); car specifications, Vol. XII, Aug. '96, p. 490; fender record, Vol. XII, June, '96, p. 387; testing and repairing methods, Vol. XVI, Aug. 4, '00, p. 703 (ill.); new car house at Newark, Vol. XVI, Dec. 1, '00, p. 1176 (ill.).

Date of information, Mar., 1902. x z

Jersey City & Bergen Railroad Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 7 p. c. bonds, $258,000; dated Jan. 1, 1873, due 1903; denom. $1,000; coupon, but may be registered; int. payable Jan. and July.

References.—Description of road, Vol. VIII, Dec., '92, p. 720 (ill.); operating detail, transfers, Vol. IX, May, '93, p. 324 (ill.).

Date of information, Mar., 1902. z

Jersey City, Harrison & Kearny Railway Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued, $100,000, paid in, $18,000.

Date of information, Mar., 1902. z

Newark Passenger Railway Co.—Chartered June 16, 1890. Leased on July 29, 1893, to the New Jersey Traction Co. for 999 years, at a rental of $60,000 for the first year, $90,000 for the second year, and $105,000 per annum thereafter. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, issued $6,000,000.

Funded Debt, $5,850,000, substantially as follows:

First consolidated mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $4,600,000, in escrow (see Note), $1,250,000, in treasury, $150,000; coupon, but may be registered; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July, at office of the People's Bank, of Philadelphia; Solicitors' Loan & Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co., of New Jersey.

Orange & Newark Street Ry. Co.'s consolidated mortgage 6 p. c. registered bonds, authorized and issued, $496,500; dated Apr. 1, 1885, due 1905; denom. $500 and $1,000; int. payable Apr. and Oct., at Newark; trustees of mortgage, T. Runyon and A. L. Dennis.

Essex Passenger Ry. Co.'s consolidated mortgage 6 p. c. bonds, authorized and issued, $753,500; dated Nov. 1, 1885, due 1905; denom. $500 and $1,000; int. payable May and Nov., at Newark; trustees of mortgage, E. Q. Keasby and G. G. Frelinghuysen.

Note.—$1,250,000 of the consolidated bonds are held in escrow to retire the two issues above described.

Officers.—Pres. E. F. C. Young, Sec. T. J. George, Treas. E. N. Hill.

Reference.—Description of road, Vol. VIII, Feb., '92, p.79 (ill.).

Date of information, Mar., 1902. z

Newark Plank Road Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, $162,000.

Funded Debt.—None.

Date of information, Mar., 1902. z

New Jersey Traction Co.—Chartered 1892. The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $500,000. The entire capital stock is in the treasury of the Consolidated Traction Co., of New Jersey.

Funded Debt.—None.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

Passaic & Newark Electric Traction Co.—The capital stock of this company is controlled by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized $1,000,000, issued, $550,000; dated June 1, 1897, due 1937; int. payable June and Dec., at office of New Jersey Title Guarantee & Trust Co., of Jersey City. These bonds are guaranteed, principal and interest, by the Consolidated Traction Co.

Operation.—Included in report of North Jersey Street Ry. Co., (which see).

Date of information, Mar., 1902. z

Rapid Transit Street Railway Co. of Newark.—Controlled by the North Jersey Street Ry. Co., through the lease to the Consolidated Traction Co., of New Jersey (originally to the Newark Passenger Ry. Co., in Feb., 1892), for a rental equivalent to fixed charges and 11.75 p. c. on $504,000 of the capital stock.

Capital Stock (trustees' certificates), $504,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Apr. 1, 1891, due 1921, but redeemable at 110 and interest on and after Apr. 1, 1901, at company's option; int. payable Apr. and Oct., at office of Fidelity Trust & Deposit Co., of Newark, trustees of mortgage.

Officers.—Pres. Gottfried Krueger, Treas. Cortlandt Riker.

Date of information, Mar., 1902. z

The Newark & South Orange Railway Co.—Chartered Apr. 6, 1865, as a successor to the Newark & South Orange Horse Car R. R. Co. The capital stock of this company is owned by the North Jersey Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Reference.—Description of road, Vol. X, Oct., '94, p. 603 (ill.).

Date of information, Feb., 1900. z

New York & New Jersey Railroad Co.—This company was incorporated to build a subway under the North River to give the cars of the North Jersey Street Ry. Co. an entrance into New York City.

Capital Stock, common, issued, $5,000,000; 6 p. c. non-cumulative preferred, issued, $3,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $7,000,000, issued, $4,500,000; dated Feb. 1, 1902, due 1932; denom. $1,000; subject to call at 110 and interest on any interest day.

Note.—Of the unissued bonds, $2,000,000 are reserved for the purchase of additional property and $500,000 for other corporate purposes.

Officers.—Pres. Wm. G. McAdoo, V. Pres. W. G. Oakman and E. C. Converse, Sec. Chas. W. King, Treas. Henry A. Murray, Ch. Engr. Chas. M. Jacobs.

Directors.—Wm. G. McAdoo, W. G. Oakman, E. C. Converse, Elbert H. Gary, John Skelton Williams, A. N. Brady, E. F. C. Young, David Young, J. G. McCullough, F. B. Jennings, G. Tracy Rogers.

Date of information, Mar., 1902. x

JOHNSON CITY, TENN.

Population in 1880, 685, in 1890, 4,161, in 1900, 4,645.

Johnson City & Carnegie Street Railway Co.—Charter and municipal franchise granted in 1892 in perpetuity. Annual meeting in Apr. In Apr., 1897, a number of the bondholders applied for a receiver for the company.

CAPITAL STOCK, authorized and issued, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in., 45 lb. T rail; 4 motor cars; Gen. Elec. dynamos and motors; Ellis cars; rent power.

OFFICERS.—Pres. E. Day, V. Pres. F. A. Stratton, Sec. Treas. Gen. Man. & Pur. Agt. J. E. Brading, Ch. Engr. J. A. Landon.

DIRECTORS.—F. A. Stratton, E. Day, A. M. Young, W. B. Hosmer, J. K. Smith, E. M. Bunall, E. H. Stevens.

Date of information, Mar., 1902. z

JOHNSTOWN, PA.

Population in 1880, 8,380, in 1890, 21,805, in 1900, 35,936.

Johnstown Passenger Railway Co.—Chartered May 8, 1882.

CAPITAL STOCK, authorized, $600,000, issued, $581,550; par value, $50 per share.

FUNDED DEBT.—General consolidated mortgage 4 p. c. coupon bonds, authorized, $800,000, issued, $304,000; denom. $1,000; dated Dec. 1, 1899, due Dec. 1, 1929; int. payable June and Dec., at office of Guaranty Trust Co., of New York, trustee of mortgage.

NOTE.—A supplementary mortgage intended to more perfectly secure the general mortgage of May 27, 1890 (which was certified to by the trustees as of May 20, 1890, by a clerical error), was executed on July 16, 1891.

OPERATION.—Year ending

	Dec. 31, 1897.	June 30. 1898.	1899.	1900.	1901.
Gross receipts	$104,679	$113,031	$131,715	$169,784	$204,280
Operating expenses	59,097	58,870	61,773	76,472	83,090
Earnings from operation	45,582	54,161	69,942	93,312	121,196
Deduc. from earnings.					
Taxes			3,613	4,907	8,279
Interest	21,090	22,048	20,669	23,031	30,413
Other expenses					77,501
Net income	24,492	32,113	45,660	65,374	5,003
Dividends paid	12,612	12,612	16,816	23,193	
To surplus account	11,880	19,501	28,844	42,181	5,003
Total surplus		72,621	101,465	*26,898	5,003

*38,475 charged off to depreciation.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$425,569	$466,933	$545,624	$ 992,788	$1,194,975
" " equipment	151,300	153,038	91,672	45,697	180,222
Cash on hand	17,300	10,145	11,486	26,359	17,219
Bills receivable	2,500	2,500	2,500	2,500	2,500
Total	$596,668	$632,616	$651,282	$1,067,344	$1,394,916
LIABILITIES.					
Capital stock	$210,200	$210,200	$210,200	$ 581,550	$ 600,000
Funded debt	250,000	250,000	250,000	304,000	624,000
Dividends unpaid	6,306	6,306	8,408	11,683	18,000
Loans	96,140	92,575	80,295	142,470	138,400
Sundries		914	914	743	742
Profit and loss (sur).	34,021	72,621	101,465	26,898	13,774
Total	$596,668	$632,616	$651,282	$1,067,344	$1,394,916

PLANT AND EQUIPMENT.—Miles of track (electric), 30.10; gauge, 4 ft. 8½ in.; 78 lb. girder rail; 64 cars; Ball and West. engines, West. motors, Stephenson cars.

OFFICERS.—Pres. John B. Hoefgen, V. Pres. Wm. R. Thomas, Treas. Herman Baumen, Sec. Supt. & Gen. Man. S. E. Young.

DIRECTORS.—H. H. Weaver, P. A. Rose, S. E. Young, J. H. Walters, John B. Hoefgen, Wm. R. Thomas.

GENERAL OFFICE, Central Ave., Johnstown. Pres. office, 36 Nassau St., New York City.

REFERENCE.—Fire, Vol. IX, Apr., '93, p. 206.

Date of information, Aug., 1901. b

JOLIET, ILL.

Population in 1880, 11,657, in 1890, 23,264, in 1900, 29,353.

Chicago & Joliet Electric Railroad Co.—This company was organized by the American Railways Co., of Philadelphia, as a consolidation of the Joliet R. R. Co., and Chicago & Joliet Rapid Transit Co. The road is in full operation from Joliet to the Will County line, where it connects with the Chicago & Desplaines Valley Electric Ry. for Chicago. It operates in Joliet and to the northern limits of Lockport, thence to Cook County line, a distance of 41 miles. The line between Chicago and Joliet was formally opened Sept. 25, 1901.

CAPITAL STOCK, authorized and issued, $2,300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $2,000,000, issued, $1,600,000; dated May 1, 1901, due 1931; denom. $1,000; int. payable May and Nov., at office of Illinois Trust & Savings Bank, Chicago, trustee of mortgage.

Joliet Street Ry. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $75,000; dated May 2, 1889, due 1904; int. payable May and Nov.

Joliet R. R. Co.'s first consolidated mortgage 5 p. c. bonds, authorized, $400,000, issued, $325,000, in escrow to retire first mortgage bonds, $75,000; dated May 1, 1898, due 1918; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Portland Trust & Savings Bank, of Portland, Me.

NOTE.—Of the $2,000,000 first mortgage bonds, $400,000 are reserved to retire underlying liens. The entire issue of these bonds may be called for payment after May 1, 1902, at 105 and interest. $2,200,000 of the capital stock of this company and the entire issue of the bonds of the Chicago & Desplaines Valley Electric Ry. Co. are deposited under this mortgage as collateral security.

OFFICERS.—Pres. Samuel G. De Coursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Supt. & Pur. Agt. F. E. Fisher.

GENERAL OFFICES, 201 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

REFERENCE.—JOLIET R. R. Co. Increase of stock, Vol. IX, Apr. '93, p. 270.

Date of information, Mar., 1902. z

Chicago & Desplaines Valley Electric Railway Co.—This is a consolidation in 1901 of the Chicago & Desplaines Valley Electric Ry. and the Desplaines Valley Electric Ry. This road is in operation from Will County line, where it joins the Chicago & Joliet Electric Ry., making a through line to Chicago, covering 23.5 miles of track. Branch line will be built from Summitt to Lyons, where connection will be made with the Union Traction Co., of Chicago. The entire capital stock, of which $1,000,000 is pledged under the mortgage of the Chicago & Joliet Electric Ry., is owned by the American Railways Co.

CAPITAL STOCK, authorized and issued, $1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; dated May 1, 1901, due 1931; denom. $1,000; int. payable May and Nov., at office of Illinois Trust & Savings Bank, Chicago, trustee of mortgage.

NOTE.—The first mortgage bonds have been deposited as collateral security under the bonds of the Chicago & Joliet Electric Ry. Co.

OFFICERS.—Pres. S. G. De Coursey, V. Pres. H. J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. F. E. Fisher.

GENERAL OFFICES, 201 N. Ottawa St., Joliet, Ill., and 1321 Walnut St., Philadelphia, Pa.

Date of information, Mar., 1902. z

KALAMAZOO, MICH.

Population in 1880, 11,937, in 1890, 17,853, in 1900, 24,404.

Michigan Traction Co.—Chartered in Dec., 1897, for 30 years. This is a consolidation of the Citizens' Street Ry. Co., of Battle Creek, and the Citizens' Street Ry. Co., of Kalamazoo. The company has constructed a line connecting the two cities, about 28 miles in length, with a loop to Gull Lake, 3.5 miles. The capital stock of this company is controlled by the Railways Company General, of Philadelphia.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued $700,000; dated Jan. 1901, due 1921; denom. $1,000; int. payable Jan. and July, at office of Investment Trust Co. of Philadelphia, trustee of mortgage.

Second mortgage 6 p. c. bonds, $100,000; int. payable Jan. and July, at office of Investment Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T and 90 lb. girder rail; 41 motor cars; 600 K. W. generators, Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. E. R. Dick, Sec. & Treas. J. J. Collier, Philadelphia; Gen. Supt. D. A. Hegarty, Supt. A. F. Walter.

DIRECTORS.—Evans R. Dick, Jay Cooke, 3d, J. W. Osborne, J. O. Hoffman, George S. Graham, R. H. Rushton, Samuel Welsh.

GENERAL OFFICE, Kalamazoo, Mich.

REFERENCES.—Change of Owners, Vol. XIII, July, '97, p. 408; description of park (brief), Vol. XVII, Feb. 2, '01, p. 186; description of power plant, Vol. XVII, Apr. 6, '01, p. 401 (ill.).

Date of information, Mar., 1902. z

Grand Rapids & Kalamazoo Electric Railway Co—This company was organized to construct an electric railway connecting Grand Rapids and Kalamazoo, and it is reported that contracts have been signed for construction from Kalamazoo to Cooper and to Plainwell, Martin, Shelbyville and Wayland.

OFFICERS.—V. Pres. & Gen. Atty. A. D. Prosser.

GENERAL OFFICE, Kalamazoo, Mich.

CONTRACTOR'S OFFICE, 93 Federal St., Boston, Mass.

Date of information, Dec., 1900. x

KANKAKEE, ILL.

Population in 1880, 5,651, in 1890, 9,025, in 1900, 13,595.

Kankakee Electric Railway Co.—Municipal franchise granted in Feb., 1900, for 20 years. Annual meeting second Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $50,000, issued, $15,000; dated July 1, 1891, due 1911; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; gauge, 4 ft. 8½ in.; 45 lb and 50 lb. T rail; 9 cars, of which 6 are motor cars and 3 trail cars; Atlas engines, West. dynamos and motors, Pullman cars; McGuire trucks.

OFFICERS.—Pres. Emory Cobb, V. Pres. Gen. Man. Supt. & Pur. Agt. C. H. Cobb, Sec. & Treas. W. C. Schneider.

DIRECTORS.—Emory Cobb, Charles H. Cobb, W. C. Schneider.

GENERAL OFFICE, Arcade Bldg., Kankakee, Ill.

REFERENCES.—Increase of stock, Vol. IX, May, '93, p. 344; description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Jan., 1902. z

The North Kankakee Electric Light & Railway Co.—Chartered May, 1892, for 20 years. Annual meeting second Tuesday in June.

CAPITAL STOCK, authorized, $100,000, issued, $32,000.

FUNDED DEBT.—First mortgage 7 p. c. coupon bonds, $25,000; dated 1893, due 1903; denom. $1,000; int. payable at Kankakee Savings Bank; trustee of mortgage, Thomas A. Sawyer.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. and 57 lb. T and girder rail, 6 cars, of which 4 are motor cars and 2 trail cars; Phœnix engines, Gen. Elec. and Detroit dynamos and motors, St. Louis and Wells & French cars.

OFFICERS.—Pres. B. F. Uran, V. Pres. W. W. Bird, Sec. Henry Beckman, Treas. A. D. Ehrich, Gen. Man. Supt. & Pur. Agt. E. Powell, Elecn. Frank Disens.

GENERAL OFFICE, Kankakee, Ill.

Date of information, Jan., 1901. z

KANSAS CITY, MO.

Population in 1880, 55,785, in 1890, 119,668, in 1900, 163,752.

Population of Kansas City, Kas., in 1901, 51,418.

Metropolitan Street Railway Co.—Chartered July 19, 1886. In June, 1895, the company's franchises were extended to 1925. Annual meeting in June. This is a consolidation of the Corrigan Consolidated Street Ry. Co., the Kansas City & Rosedale Street Ry. Co., the South Suburban Ry. Co., the Kansas City Cable Ry. Co., the Grand Avenue Ry. Co. and the Kansas City & Independence Ry. Co. The company owns the capital stock of the Kansas City (Kan.) Elevated Ry. Co., the capital stock of the Central Electric Ry. Co. ($2,500,000), and also controls the Kansas City Traction Co. and the West Side Ry. Co., of Kansas City, Mo. In 1901, the East Side Electric Ry. was absorbed by purchase of entire capital stock.

Capital Stock.—Common stock, authorized, $8,500,000, issued, $5,636,800; par value, $100 per share.

Funded Debt, $16,180,000, as follows:

General mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated Sept. 1, 1889, due 1909; denom. $1,000; int. payable Mar. and Sept., at office of New England Trust Co., of Boston, trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized $8,500,000, issued, $4,244,000, in escrow (see Note), $4,256,000; coupon, but may be registered; not subject to call, dated May 1, 1895, due 1910; denom. $1,000; int. payable May and Nov. at Old Colony Trust Co., of Boston, trustee of mortgage.

Convertible 5 p. c. gold coupon notes, authorized and issued, $2,800,000; dated Jan. 2, 1901, due 1911; subject to redemption by the company on any interest paying date at par; and subject to exchange by holder on or after Jan. 1, 1903, for capital stock of the company; denom. $1,000 and $500; int. payable Jan. and July, at office of Blair & Co., New York.

PRIOR LIENS.

Corrigan ConsolidatedStreet Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $706,000; dated July 1, 1886, due 1916; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., New York.

Kansas City Cable Ry. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $1,050,000; dated April, 1887, due 1911; denom. $1,000; int. 5 p. c. payable Apr. and Oct., at office of Blair & Co., New York; and $300,000, dated Apr. 1, 1887, due 1901; denom, $1,000; int. 5 p. c. payable Apr. and Oct. at office of Blair & Co.

Grand Avenue Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,200,000; coupon, but may be registered; dated July 10, 1888, due, July 10, 1908; denom. $1,000; int. payable Jan. 10 and July 10, at office of Central Trust Co., of New York, trustee of mortgage.

Kansas City Elevated Ry. Co.'s first mortgage gold bonds authorized and issued, $2,600,000; coupon, but may be registered; dated July 1, 1892, due 1922; denom. $1,000; int. 4 to 6 p. c. (see Note), payable Jan. and July, at office of Manhattan Trust Co., of New York.

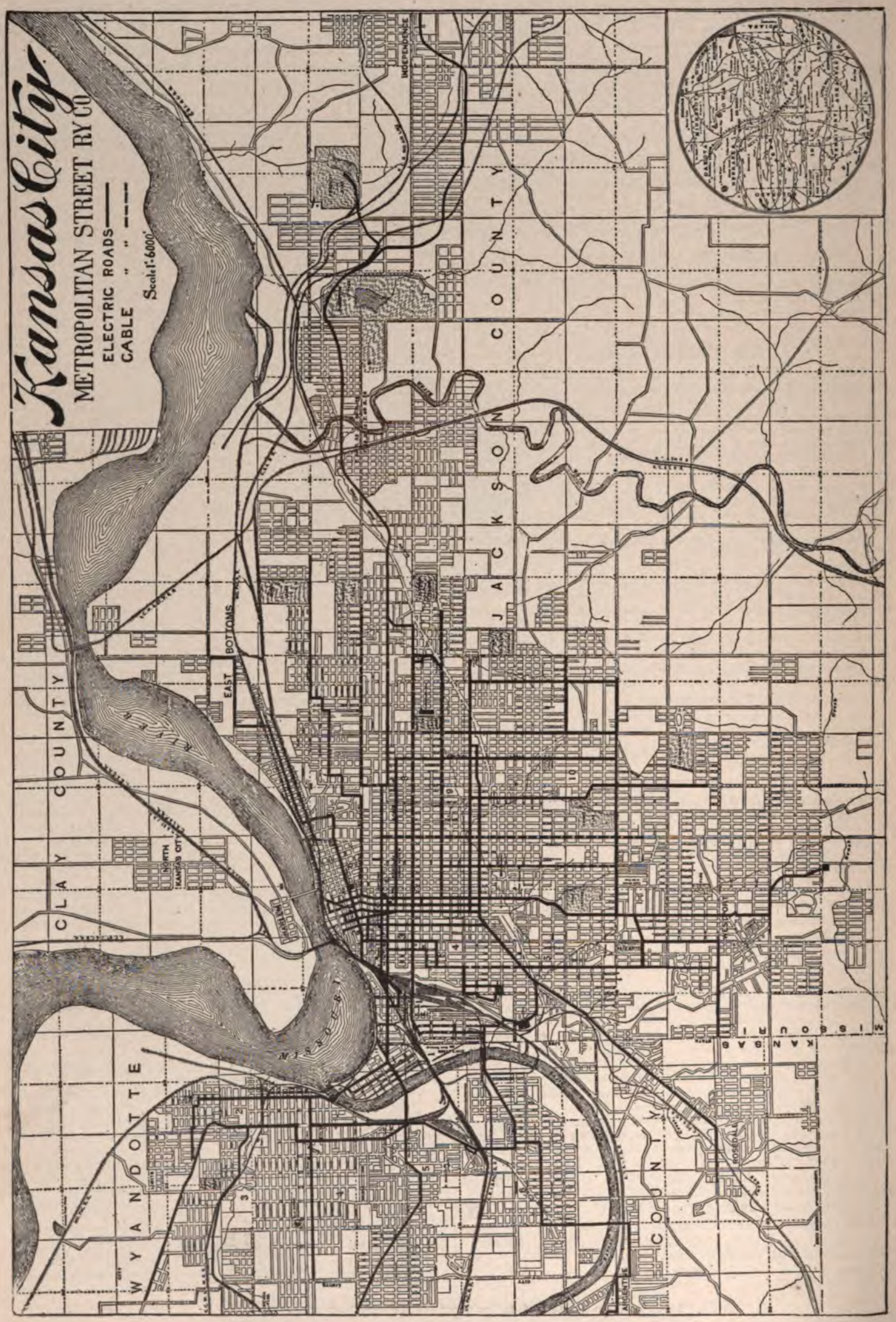
Central Electric Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $2,500,000, issued, $2,000,000; dated May 1, 1899, due 1914; denom. $1,000; int. payable May and Nov. at office of Colonial Trust Co., of New York, trustee of mortgage.

East Side Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, $250,000; due July 1, 1911; denom. $1,000; int. payable Jan. and July, at office of Colonial Trust Co., New York, trustee of mortgage.

Park Connecting Railway Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $30,000; dated Feb. 1, 1898, due 1908; int. payable Feb. and Aug., at office of New England Trust Co., Kansas City, Mo.

Note.—$4,256,000 of the consolidated mortgage bonds are held in escrow to retire at maturity the general mortgage bonds ($1,000,000), the Corrigan Consolidated St. Ry. Co.'s bonds ($706,000), the Kansas City Cable Ry. Co.'s bonds ($1,350,000), and the Grand Avenue Ry. Co.'s bonds ($1,200,000).

The company guarantees 6 p. c. int. on $600,000, of the first mortgage bonds (stamped "preferred") of the Kansas City Elevated Ry. Co., and upon the remainder (stamped "common") 3 p. c. per annum until July, 1895, and 4 p. c. thereafter, and also guarantees


Kansas City
METROPOLITAN STREET RY CO
ELECTRIC ROADS
CABLE " "
Scale 1-6000'
CLAY COUNTY
WYANDOTTE COUNTY
JACKSON COUNTY
MISSOURI
KANSAS
RIVER
EAST BOTTOMS
NORTH KANSAS CITY
WESTPORT
ROSEDALE
ARGENTINE
INDEPENDENCE

the principal and interest of $2,000,000 of Central Elec. Ry. Co.'s bonds.

Plant and Equipment.—Miles of track (electric), 140.96, (cable), 38.28, total, 179.24; gauge, 4 ft. 8½ in.; 56 lb. to 103 lb. c. b. and girder rail; 817 cars, of which 382 are motor cars, 132 are grip cars, 79 combination cable cars and 224 trail cars; 12,000 H. P. engines, Babcock & Wilcox boilers, A. & S., Hamilton & Wright and Allis engines, Gen. Elec. and Walker dynamos and Gen. Elec. motors, Laclede, Pullman, St. Louis and Brownell cars, Bemis and St. Louis trucks.

Officers.—Pres. W. H. Holmes, V. Pres. L. E. James, Sec. & Treas. W. E. Kirkpatrick, Gen. Man. C. F. Holmes, Gen. Supt. W. A. Satterlee, Pur. Agt. H. C. Schwitzgebel, Ch. Engr. of Power Station D. W. Dozier, Elecn. Chas. Grover.

Directors.—Wallace Pratt, Jas. A. Blair, J. L. Loose, P. A. Valentine, W. H. Holmes, L. E. James, Norman B. Ream, C. F. Holmes, C. W. Armour.

General Office, 1500 Grand Ave., Kansas City, Mo.

References.—Description of road, Vol. VI, Mar., '90, p. 112 (ill.); conditions of consolidation, Vol. XI, May, '95, p. 322; description of road (brief), Vol. XII, Oct., '96, p. 607; description of track, Vol. XIII, Mar., '97, p. 169 (ill.); pleasure park, Vol. XIII, May, '97, p. 289, (ill.); operating detail, Vol. XIII, Aug., '97, p. 492 (ill.); description of road, Vol. XIV, Feb., '98, p. 67 (ill.); strike, Vol. XVI, May, 19, '00, p. 501; description of situation in the two Kansas Cities, Vol. XVI, Oct., '00, p. 744 (16 p. ill. map); cost of station operation, Vol. XVI, Oct., '00, p. 993 (tables); American St. Ry. Association convention proceedings, Vol. XVI, Nov. 3, '00, p. 1051; description of power plant, Vol. XVIII, Nov. 2, '01, p. 709 (ill.); repair shops, Vol. XVIII, Dec. 7, '01, p. 804 (ill.).

Date of information, Mar., 1902. z

For map of road see page 134.

Kansas City—Leavenworth Railroad Co.—This company was formed in Aug., 1901, by the consolidation of five companies, including the Kansas City-Leavenworth Ry. Co. and the Leavenworth Electric R. R. Co. It has completed the interurban road between Kansas City, Leavenworth and Fort Leavenworth. The bond issues and capital stock of the old companies have been taken up by this company.

Capital Stock, authorized and issued, $3,750,000.

Funded Debt, authorized, $2,000,000, issued, none to date.

Plant and Equipment.—Miles of track (electric), 39; gauge, 4 ft. 8½ in.; 60 lb. T rail, 80 and 100 lb. girder rail; 35 motor cars, 10 freight cars; 1,200 H. P. Hamilton-Corliss engines.

Officers.—Pres. D. H. Kimberly, V. Pres. W. H. Gabriel, Sec. H. W. Wolcott, Treas. C. O. Evarts, Ch. Engr. Z. T. Herndon.

Directors.—D. H. Kimberly, C. H. Ellison, W. H. Gabriel, Chas. O. Evarts, Herbert W. Wolcott, Henry E. Gabriel, C. H. Wheeler, U. G. Walker, C. F. Hutchings.

General Office, Leavenworth, Kan.

Reference.—Description of road, Vol. XVI, p. 759 (ill.).

Date of information, Mar., 1902. z

The Kansas City, Lawrence & Topeka Railway Co.—This company was incorporated under the laws of Kansas in Sept., 1899, and has purchased the Lawrence & Emporia Ry., the Kansas City, Bonner Springs & Topeka Ry., the Lawrence Street Ry. and the East Side Circle Ry. The combined system, with extensions now being constructed, will be about 100 miles, and it is expected to enter Kansas City by traffic agreement over the lines of the Metropolitan St. Ry. Co. In Feb., 1901, about one half of the road had been graded and track laying commenced.

Capital Stock, authorized, $2,000,000, paid in, $400,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,500,000, issued, $100,000; dated Oct. 2, 1899, due 1949; denom. $1,000; int payable Apr. and Oct. at office of Colonial Trust Co., of New York, trustee of mortgage.

Officers.—Pres. Henry G. Pert, V. Pres. C. C. Baker, Sec. C. H. Chapin, Treas. W. A. Bunker.

Directors.—H. G. Pert, C. C. Baker, C. H. Chapin, W. A. Bunker, J. D. Bowersock, J. W. McDaniel, W. E. Winner.

General Office, Kansas City, Kan.

Date of information, Mar., 1902. z

Kansas City & St. Joseph Electric Railroad Co.—This company was organized in 1900, to construct an electric railway from Kansas City, with a terminal at Harlem, North, to Platte City, Dearborn and Faucett to St. Joseph, 47 miles, doing both a passenger and freight business. Private rights of way have been secured for a large part of the road and it is expected to commence operation about Nov., 1902.

Capital Stock, authorized, $1,500,000; par value, $100 per share.

Contemplated Plant and Equipment.—Miles of track (electric), 50; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb Girder rail; 8 motor cars, 4 freight cars.

Officers.—Pres. P. A. Gibson, Erie, Pa., V. Pres. Charles E. Gibson, Kansas City, Sec. & Treas. Robert P. McGeehan, Parkville, Mo.

General Office, New York Life Ins., Building, Kansas City, Mo.

Date of information, Jan., 1902. z

KEENE, N. H.

Population in 1890, 7,446, in 1900, 9,165.

Keene Electric Railway Co.

CAPITAL STOCK, authorized and issued, $120,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $60,000; dated Oct. 1, 1900, due 1920.

OPERATION—10 months ending June 30, 1901.

Total receipts	$16,247
Operating expenses	12,386
Earnings from operation	3,861
Deductions from earnings.	
Interest	1,382
Taxes	852
Net income	1,628

OPERATING EXPENSES.

10 months ending June 30, 1901.

General expenses	$ 1,961
Transportation expenses	9,331
Maintenance of way and structures	915
" " equipment	179
Total	$12,386

STATISTICS OF TRAFFIC.

10 months ending June 30, 1901.

Passengers carried	320,733
Car miles run	117,606
Total receipts per car mile	$.138
Operating expenses per car mile	.105

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$120,982	Capital stock	$120,000
" " equipment	29,590	Funded debt	60,000
Other permanent invest.	53,322	Loans and bills payable	24,596
Cash and current assets	913	Accrued interest	750
Materials and supplies	2,166	Profit and loss (surplus)	1,628
Total	$206,974	Total	$206,974

PLANT AND EQUIPMENT.—Miles of track (electric), 6.52; 9 motor cars, 2 snow plows; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Daniel B. Cole, V. Pres. Frank H. Whitcomb, Sec. & Treas. G. E. Whiting, Gen. Man. Thos. T. Robinson, Supt. John H. Jennings, Audr. Geo. A. Litchfield.

DIRECTORS.—Daniel B. Cole, Geo. A. Litchfield, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.; Jas. S. Bleakie, Falmouth, Mass.; Frederick N. Tirrell, Geo. E. Whiting, Hyde Park, Mass.; Thos. T. Robinson, Dedham, Mass.

GENEREL OFFICE, Keene, N. H.

Date of information, Sept., 1901. b

KENNEBUNKPORT, ME.

Population in 1890, 2,196, in 1900, 2,123.

Atlantic Shore Line Railway Co.—This company commenced operation July 4, 1900.

CAPITAL STOCK, authorized, $120,000, issued, $30,000.

OPERATION.—Year ending June 30, 1901.

Gross receipts	$3,685
Operating expenses	1,712
Earnings from operation	1,973

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	73,709
Car miles run	26,064

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$27,589	Capital stock	$30,000
" " equipment	4,700	Profit and loss (surplus)	3,809
Other permanent invests.	700		
Land and buildings	640		
Cash	181		
Total	$33,809	Total	$33,809

PLANT AND EQUIPMENT.—Miles of track (electric), 1.94; 2 motor cars.

Please note date of information at end of each report.

OFFICERS.—Pres. Ernest M. Goodall, Treas. L. B. Goodall, Gen. Man. & Supt. I. L. Meloon, Clerk & Gen. Counsel F. J. Allen.

DIRECTORS.—E. M. Goodall, L. B. Goodall, G. B. Goodall, F. J. Allen.

GENERAL OFFICE, Kennebunkport, Me.

Date of information, Mar., 1902. z

KEOKUK, IA.

Population in 1880, 12,117, in 1890, 14,101, in 1900, 14,641.

Keokuk Electric Railway & Power Co.—Organized July 24, 1900, as the successor to the Keokuk Electric Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $400,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July 1, 1900, due 1925; denom. $1,000; int. payable Jan. and July, at office of Royal Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. to 56 lb. T rail; 15 cars, of which 11 are motor cars and 4 trail cars; Ball & Wood and Hamilton-Corliss engines, Gen. Elec and West. dynamos and motors.

OFFICERS.—Pres. John E. Craig, V. Pres. D. M. Farson, Sec. & Gen. Man. Robt. D. Manson, Treas. Edw. F. Brownell, Supt. R. J. M. Danley.

DIRECTORS.—John E. Craig, J. B. Wallace, R. D. Manson, E. C. Cromwell, D. M. Farson.

Date of information, Jan., 1902. z

KERN, CAL.

Population in 1900, 12,000.

The Bakersfield & Kern Electric Railway Co.—This company has an electric railway in operation between the Southern Pacific R. R. depot, at Kern, and the Santa Fe R. R. depot, at Bakersfield, about 8.5 miles in length. Power is furnished by the Power Development Co. from a water plant, 13 miles distant, in the Kern River Canon.

OFFICERS.—Pres. H. A. Blodget, V. Pres. C. N. Beal, Supt. F. T. Whorff, Audr. Jas. Goodwin.

Date of information, Mar., 1902. z

KEYPORT, N. J.

Population in 1890, 3,411, in 1900, 3,413.

Jersey Central Traction Co—This company is the successor to the Keyport & Matawan Street R. R. Co., which was chartered Mar. 26, 1891. Annual meeting first Tuesday in Mar.

CAPITAL STOCK, authorized $50,000, issued $30,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts	$6,934	$5,246	$5,423	$6,010	$4,156	$5,227
Operating expenses	1,699	5,242	6,196	6,385	3,911	4,755
Earnings from operation	5,235	4	*.773	*375	245	472
Dividends paid	600					

*Deficit.

DIVIDENDS.—In 1893, 1894 and 1895, 2 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 38 lb. girder and side bearing rail; 24 horses, 6 horse cars.

OFFICERS.—Pres. Thos. B. Hall.

GENERAL OFFICE, 1 Exchange Place, Jersey City, N. J.

Date of information, Mar., 1902. b

KEY WEST, FLA.

Population in 1880, 9,890, in 1890, 18,080, in 1900, 17,114.

Key West Electric Co.—Municipal franchise granted Nov., 1898, for 99 years. This company operates the Key West Street Ry. & Electric Light Plant.

CAPITAL STOCK, authorized and issued, $300,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized $300,000, issued, $200,000; held in treasury, $100,000; dated Jan., 1899, due 1929; denom. $1,000; int. payable Jan. and July, at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge 5 ft. 2½ in.; 60 lb. T rails; 15 cars, of which 7 are motor and 8 trail cars; 600 H. P. station plant; McIntosh & Seymour and Ball & Wood engines, Gen. Elec. & West dynamos, Gen. Elec. motors, Brill and St. Louis cars, Brill trucks.

OFFICERS.—Pres. John P. Laflin, Sec. & Treas. Chas. A. Murphey, Gen. Man. O. C. G. Urban.

DIRECTORS.—John P. Laflin, Albert S. Laflin, O. C. G. Urban, W. W. Shaw, Chas. A. Murphey.

GENERAL OFFICE, 15 Wall St., New York City.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Jan., 1902. z

KINGSTON, N. Y.

Population in 1880, 18,344, in 1890, 21,261, in 1900, 24,535.

Kingston City Railroad Co.—Chartered June 5, 1879, for 99 years. Annual meeting second Wednesday in Oct. In 1900 control of the capital stock of this company was acquired by the Colonial City Traction Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT, authorized, $181,000, issued, $166,000. First mortgage 7 p. c. coupon bonds, $15,000; dated June 12, 1879, due 1909; denom. $500; int. payable Jan. and July, at office of company.

5 p. c. debenture bonds, $10,000; dated June 1, 1890, due 1900; denom. $500; int. payable June and Dec., at office of company.

Consolidated 5 p. c. bonds, authorized, $150,000, issued, $135,000; dated Mar. 1, 1893, due 1923; denom. $1,000; int. payable Mar. and Sept., at office of Farmers' Loan & Trust Co. of New York.

Bond and mortgage, $6,000, payable on demand; int., 5 p. c., payable quarterly.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$55,412	$60,745	$67,540	$66,668	$70,093
Operating expenses	35,600	38,412	42,527	42,699	45,807
Earnings from operation	19,811	22,333	25,013	23,969	24,286
Deductions from earnings	10,358	11,578	15,681	14,870	11,034
Net income	9,453	10,755	9,332	9,099	13,252
Dividends paid	9,000	9,000	9,000	9,000	9,750
Surplus	453	1,755	332	99	3,502
Total surplus account	6,999	8,754	7,337	7,436	10,938

DIVIDENDS.—In 1895-6-7-8-9, 1900, 6 p. c.; 1901, 6½ p. c.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 3,277	$ 3,229	$ 2,592	$ 2,684	$ 8,073
Transportation expenses	23,989	25,912	30,611	31,239	29,466
Maint. of way and b'ld'gs	3,592	3,459	4,614	4,112	3,145
" " equipment	4,743	5,812	4,710	4,664	5,123
Total	$35,600	$38,412	$42,527	$42,699	$45,807

STATISTICS OF TRAFFIC.

Year end. June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	1,073,435	1,188,675	1,350,806	1,333,355	1,457,314
Car miles run	197,032	220,125	225,125	225,000	270,000
Gross rec. p car mile	$.281	$.276	$.300	$.296	$.259
Op. exp. p car mile	.181	.175	.188	.189	.170

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road & equip.	$328,454	$357,113	$374,860	$376,731	$380,482
Cash assets	2,860	1,301	2,254	1,805	
Other assets	5,357	2,493			4,728
Total	$336,671	$359,607	$377,114	$378,536	$385,210
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	166,000	166,000	166,000	166,000	166,000
Current liabilities	13,672	34,853	53,777	55,100	58,271
Profit & loss (surp.)	6,999	8,754	7,337	7,436	10,939
Total	$336,671	$359,607	$377,114	$378,536	$385,210

PLANT AND EQUIPMENT.—Miles of track (electric), 4.21; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 26 motor cars; Payne engines, Gen. Elec. dynamos and motors; Pullman cars.

OFFICERS.—Pres. Charles M. Preston, New York City; V. Pres. & Gen. Man. C. Gordon Reel, Kingston, N. Y.; Sec. & Treas. John N. Kenny, New York City.

DIRECTORS.—John S. Waterberry, Charles M. Preston, Charles Stewart Davison, Andrew J. Miller, John N. Kenny, W. T. Bowles, New York City; C. Gordon Reel, Kingston.

GENERAL OFFICE, Rondout, N. Y.

REFERENCES.—Increase of stock, Vol. IX, Feb. '93, p. 128; Subway, Vol. XV, Dec., '99, p. 861 (ill.) maps; description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1902. z

Colonial City Traction Co.—Chartered Jan. 9, 1896, as the successor to the Colonial City Electric Ry. Co., whose property was sold under foreclosure of mortgage on Dec. 12, 1895, to C. S. Davi-

son of New York, representing the bondholders, for $70,000. Annual meeting in Jan. In 1900 this company acquired control of the capital stock of the Kingston City R. R. Co.

CAPITAL STOCK, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, $175,000, dated Apr. 24, 1899, due 1929.

Scond mortgage, 5 p. c. gold income bonds, authorized and issued, $75,000, dated Apr. 24, 1899, due 1949.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$26,750	$24,740	$27,300	$37,288	$38,857
Operating expenses	34,072	34,319	30,386	29,819	31,934
Deficit from operation	7,322	9.579	3,086	7,469	6.923
Deduc. from earnings	582	1,050	1,739	5,635	2,181
Net deficit	7,904	10,629	4,825	*1,834	*4,742
Total deficit			30,878		*6,577

*Surplus.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 3,793	$ 5,798	$ 3,910	$ 2,503	$ 2,347
Transportation expenses	22,692	22,363	21313	21,763	22,507
Maint. of way and buildings	2,347	2,364	2,465	2,114	2,138
" " equipment	5,240	3,794	2,698	3,439	4,942
Total	$34,072	$34,319	$30,386	$29,819	$31,934

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried	495,708	548,039	739,164	778,376
Transfer " "	113,402	68,666		8,320
Car miles run	273,346	277,118	311,700	304,309
Total receipts per car mile	$.090	$.098	$.119	$.128
Operating expenses per car mile	.125	.109	.095	.105

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$357,746	*$500,000	$510,243	$512,766
Cash	88			2,253
Profit and loss (deficit)	26,052			
Total	$383,886	$500,000	$510,243	$515,019
LIABILITIES.				
Capital stock	$175,000	$250,000	$250,000	$250,000
Funded debt	175,000	250,000	250,000	250,000
Current liabilities	33,886		10,243	8,442
Profit and loss surplus				6,577
Total	$383,886	$500,000	$510,243	$515,019

*This road was purchased by a reorganization committee of the old bond and stockholders for $250,000 each of capital stock and bonds, which have been issued and delivered to committee, who, in addition, have supplied the necessary monies to supply deficiencies in operation and the cost of reconstruction and reequipment.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 80 lb. girder rail; 14 motor cars; Ball & Wood engines, Gen. Elec. and West. dynamos and motors, St. Louis and Pullman cars, Diamond and Peckham trucks.

OFFICERS.—Pres. & Treas. Abraham Hasbrouck, Sec. Augustus J. Phillips, Gen. Man. C. Gordon Reel.

DIRECTORS.—Chas. M. Preston, Augustus Phillips, Gilbert D. B. Hasbrouck, Geo. Hutton, Abraham Hasbrouck, A. S. Newcomb, Luke Noone, August Belmont, Noah Wolen.

GENERAL OFFICE, Rondout, N. Y.

Date of information, Mar., 1902. z

KINGSTON, ONT.

Population in 1891, 19,264.

Kingston, Portsmouth & Cataraqui Electric Railway Co.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 4 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1894, due 1914; int. payable Jan. and July at office of the company.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 55 lb. and 65 lb. T rail; 18 motor cars; Inglis engines, Can. Gen. Elec. dynamos and motors, various cars.

OFFICERS.—Pres. Ira A. Breck, V. Pres. & Man. B. W. Folger, Sec. & Treas. I. Bawden, Supt. Hugh Nickle, Elecn. Fred. Simmons, Asst. Supt. J. H. Geohegan.

REFERENCES.—Description of road, Vol. XI, Souv., '95, p. 39(ill.); description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1902. z

KITTANNING, PA.

Population in 1900, Kittanning, 5,200, Ford City, 3,800.

Kittanning & Ford City Street Railway Co.—Chartered Dec. 28, 1897.

CAPITAL STOCK, authorized and issued, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $50,000, issued, $27,500; dated Dec. 1, 1898, due 1928; denom. $500; int. payable June and Dec., at office of Pittsburg Trust Co., trustee of mortgage.

OPERATION.—Year ending June, 30, 1901.

Receipts from passengers	$29,745
Operating expenses	19,855
Earnings from operation	9,890
Deductions from earnings.	
Taxes	590
Interest on funded debt	1,650
Rentals	117
Other expenditures	2,800
Net income	7,267
Total surplus account	7,267

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft; 8½ in.; 6 motor cars; power rented while building power house.

OFFICERS.—Pres. F. A. Moesta, Sec. John T. Crawford, Treas. Jas. McCullough, Jr.

DIRECTORS.—F. A. Moesta, John T. Crawford, Jas. McCullough, Jr., John F. Heilman, Jas. A. Gault.

GENERAL OFFICE, 153 Jefferson St., Kittanning, Pa.

Date of information Jan., 1902. z

KNOXVILLE, TENN.

Population in 1880, 9,693, in 1890, 22,535, in 1900, 32,637.

Knoxville Traction Co.—Chartered Mar. 30. 1898, as a consolidation of the Knoxville Street R. R. Co., Union Ry. Co., Citizens' Street Ry. Co., and West End Street R. R., all of whose bonds and stock have been surrendered and cancelled. All of the electric lighting and power plants of Knoxville have been consolidated and are now owned by this company, which has placed their stocks as security for its own mortgage bonds.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT—First mortgage 5 p. c. gold bonds, authorized and issued, $850,000, due, 1938; denom. $1,000; int. payable Apr. and Oct. at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 56 cars, of which 38 are motor cars and 18 trail cars; Gen. Elec. dynamos and motors; Brill, Pullman and Newcastle cars.

OFFICERS.—Pres. R. Lancaster Williams (Richmond, Va.); V. Pres. A. H. Rutherford, Sec. C. H. Harvey, Treas. W. S. Shields, Supt. R. K. Howard.

GENERAL OFFICE, 806 Gay St., Knoxville, Tenn.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186; sale of road, Vol. XVIII, Nov. 23, '01, p. 762.

Date of information, Mar., 1902. z

Fountain Head Railroad Co.—Chartered May, 1889. This company operates by steam dummy doing a local passenger business almost exclusively.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 11 cars, of which 7 are passenger cars and 4 freight cars, 3 dummies; Baldwin engines, Brill cars.

OFFICERS.—Pres. G. Borgfeldt, V. Pres. Curtis Cullen, Sec. James Dunne, Treas. J. Kahle, Gen. Man. & Pur. Agt. R. M. Doll, Jr.

GENERAL OFFICE, 703 Broadway, Knoxville, Tenn.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. z

KOKOMO, IND.

Population in 1880, 4,042, in 1890, 8,260, in 1890, 10,609.

Kokomo Street Railway Light & Power Co.—This company owned the Kokomo City Street Railway Co., and having purchased at receiver's sale on Nov. 12, 1898, all property of the Citizens' Light & Power Co., has made extensions and additions to power plant and equipment. It also has a 10 year contract for lighting the city from 1898.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $80,000; dated Nov. 1, 1892, due 1912; int. payable Mar. and Nov.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 to 60 lb. T rail; 13 cars, of which 10 are motor cars and 3 trail cars; new 1000 H. P. Cross compound engine, 3 new boilers, 250 H. P. each, in addition to Dick & Church engines, 2 Detroit dynamos, 150 K. W. each and motors, St. Louis and Brownell cars.

OFFICERS.—Pres. F. Woodruff, Detroit, Mich.; V. Pres. L. J. Kirkpatrick, Sec. & Treas. W. P. Stevens, Gen. Man. T. C. McReynolds, Elecn. M. L. Harry, Con. Engrs. Gilbert Wilkes & Co., Detroit, Mich.; Ch. Engr. of Power Station H. Martzolf.

GENERAL OFFICE, Cor. Main and Mulberry Sts., Kokomo, Ind. President's office, 44 Moffatt Block, Detroit, Mich.

Date of information, Jan., 1902. z

LACONIA, N. H.

Population in 1880, 3,740, in 1890, 6,143, in 1900, 8,042.

Laconia Street Railway.—Chartered in 1881. Annual meeting in Jan. This company was reorganized Aug., 1898, and the road has been changed to electric power with additional buildings, extensions and equipment.

CAPITAL STOCK, authorized and issued, $100,000; par value, $50 per share. Dividends payable annually in Feb.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $90,000, not yet issued; dated 1899, due 1919; int. payable May and Nov.

OPERATION.—Year ending

	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	June 30. 1901.
Receipts from pass.	$ 8,539	$ 8,085	$13,063	$22,874	$23,891
" other sources.	941	1,039	895	1,044	987
" total.	9,480	9,124	13,958	23,918	24,878
Operating expenses.	7,590	8,440	11,437	18,083	23,240
Earnings from operation.	1,890	684	2,521	5,835	1,638
Deductions from earnings.					
Int. on floating debt.	487	480	1,102	3,820	3,718
Taxes.	510	570	1,026	1,750	726
Net income.	893	*306	393	265	*2,806
To surplus account.	893			265	
Total surplus account.	6,153	4,743	†1,718	2,188	*3,150

DIVIDENDS.—In 1893, 5 p. c.; in 1894, 4 p. c.

*Deficit.

†After charging off $3,418 on account of depreciation of equipment.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 3,790
Transportation expenses	14,495
Maintenance of way and buildings	3,490
Maintenance of equipment	1,465
Total	$23,240

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Passengers carried	278,175	464,246	497,521
Car miles run	99,500	140,627	153,231
Total receipts per car mile		$.170	$.162
Operating expenses per car mile		.129	.151

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$29,698	$29,698	$106,157	$107,387	$108,099
" equipment	33,522	15,704	33,998	34,058	34,080
Land and buildings				46,643	62,454
Other perm. invest.		17,827	52,191	11,090	11,091
Cash assets	933	745	4,173	451	2,560
Mater. and supplies			1,157	3,067	2,206
Profit and loss (def.).					3,150
Total	$64,153	$63,974	$197,676	$202,694	$223,639
LIABILITIES.					
Capital stock	$50,000	$50,000	$100,000	$100,000	$100,000
Funded debt					90,000
Bills payable	8,000	8,000	95,958	101,999	33,096
Other liabilities		1,231		695	570
Profit and loss (sur.)	6,153	4,743	1,718		
Total	$64,153	$63,974	$197,676	$202,694	$223,639

PLANT AND EQUIPMENT.—Miles of track (electric), 8.87; gauge, 3 ft.; 40 lb. T rail; 17 cars, of which 9 are motor cars and 7 trail cars; 550 H. P. station plant; West dynamos and motors.

OFFICERS.—Pres. H. L. Pierce (Leominster, Mass.), Sec. & Asst. Treas. Edmund Little (Laconia, N. H.), Treas. C. T. Foster (Leominster, Mass.), Gen. Man. Harry L Pierce, (Leominster, Mass.), Supt. L. S. Pierce (Laconia, N. H.).

DIRECTORS.—A. G. Folsom, C. F. Stone, S. B. Smith, Edmund Little, Laconia, N. H.; Harry L. Pierce, Leominster, Mass.

GENERAL OFFICE, Laconia, N. H.

Date of information, Sept., 1901. b

LA CROSSE, WIS.

Population in 1880, 14,505, 1890, 25,090, in 1900, 28,895.

La Crosse City Railway Co.—Chartered Nov. 17, 1885.

CAPITAL STOCK, $136,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $175,000; issued, $132,000; denom. $1,000; int. payable Jan. and July, at office of Northern Trust Co., Chicago, Ill., trustee of mortgage.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Receipts from passengers	$57,585	$59,485	$65,936
" " other sources	2,244	2,041	2 360
" total	59.829	61,527	68,296
Operating expenses	*31,894	41,823	43,701
Earnings from operation	17,935	19,704	24,595
Deductions from earnings.			
Interest		7,909	8,089
Taxes		1,795	2,057
Other deductions			1,255
Net income	17,935	10,000	13,199
Dividends paid	14,000	10,000	12,000
To surplus account	3,935		1,199

*Including fixed charges.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.19; gauge, 4 ft. 8½ in.; 40 lb. to 66 lb. girder and T rail; 31 cars, of which 14 are motor cars and 17 trail cars; Allis engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. B. E. Edwards. V. Pres. W. W. Cargill, Sec. H. E. West, Treas. R. C. Whelpley, Supt. & Pur. Agt. Peter Valier, Ch. Engr. of Power Station S. J. Prentiss, Elecn. J. Johnson.

DIRECTORS.—B. E. Edwards, W. W. Cargill, Henry Gund.

GENERAL OFFICE, 3d and La Crosse Sts.

REFERENCE.—Description of road, Vol. IX, Aug., '93, p. 568 (Ill.).

Date of information, Jan., 1902. z

La Crosse & Onalaska Street Railway Co.

CAPITAL STOCK, $38,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT—Miles of track (electric), 3.1; gauge 4 ft. 8½ in.; 1 motor and 3 trail cars.

OFFICERS.—Pres. Earl Pooler, V. Pres. S. Y. Hyde, Sec. W. W. Schall, Treas. F. E. Nichols, Supt. Peter Valier.

Date of information, Mar., 1902. z

LAFAYETTE, IND.

Population in 1880, 14,860; in 1890, 16,243; in 1900, 18,116.

Lafayette Street Railway Co.

CAPITAL STOCK.—Common stock, issued, $260,050; par value, $50 per share.

Preferred stock, issued, $40,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, $225,000; Real Estate Trust Co., of Philadelphia, trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 32 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Warren G. Griffith, (Drexel Bldg., Phila., Pa.), V. Pres. C. Murdock, Sec. & Treas. J. T. Henderson, Supt. Pur. Agt. Ch. Engr. & Elecn. C. D. Emmons, Ch. Engr. of Power Station A. Allburn.

DIRECTORS.—W. G. Griffith. J. Levering Jones, J. L. Caldwell, T. J. Levering.

GENERAL OFFICE, Lafayette, Ind.

Date of information, Jan., 1902. z

LAKE CHARLES, LA.

Population in 1880, 838, in 1890, 3,442, in 1900, 6,680.

Lake Charles Street Railway Co.—Chartered, and an exclusive municipal franchise granted in 1890 for 50 years. Annual meeting, Aug. 1.

CAPITAL STOCK, authorized, $50,000, issued, $11,500.

FUNDED DEBT.—None.

DIVIDENDS.—The company has paid in dividends since 1890 a total of 45 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 5, of road, 5; gauge, 4 ft. 8½ in.; 22 lb. T rail, 15 horses, 10 horse cars.

Please note date of information at end of each report.

OFFICERS.—Pres. J. A. Bel, V. Pres. D. Reims, Sec. L. Kaufman, Treas. A. Meyer, Gen. Man. P. Crowley.

DIRECTORS.—J. A. Bel, D. Reims, L. Kaufman, A. Meyer, P. Crowley.

GENERAL OFFICE, cor. Ryan and Division Sts., Lake Charles, La.

Date of information, Feb., 1901. z

LANCASTER, O.

Population in 1880, 6,803, in 1890, 7,555, in 1900, 8,991.

Lancaster Traction Co.—This is a reorganization of the Lancaster Electric Ry, Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.52; gauge, 4 ft. 8½ in.; 52 lb. girder rail; 7 motor cars.

OFFICERS.—Pres. W. F. Douthirt, V. Pres. Andrew Bauman, Sec. & Treas. F. T. Stewart, Supt. & Engr. of Power Station, F. E. Ginn, Ch. Engr. M. S. Hopkins.

GENERAL OFFICE, Lancaster, O.

Date of information, Dec., 1901. d

LANCASTER, PA.

Population in 1880, 25,769: in 1890, 32,011; in 1900, 41,459.

Conestoga Traction Co.—Chartered Dec. 12, 1899. The company is the successor, by purchase Nov. 14, 1899, to the Pennsylvania Traction Co. which was chartered in 1893. Annual meeting first Monday in May. This company controls and operates under lease the properties of the following street railway companies:

The Lancaster City Street Ry. Co.
The West End Street Ry. Co.
The Lancaster & Columbia Ry. Co.
The Columbia & Ironville Passenger Street Ry. Co.
The Columbia & Donegal Ry. Co.
Lancaster, Mechanicsburg & New Holland Ry. Co.
Lancaster & Lititz Electric Ry. Co.
Lancaster & Millersville Ry. Co.
Lancaster, Petersburg & Manheim Ry. Co.
Lancaster, Willow Street, Lampeter & Strasburg Ry. Co.

Capital Stock,—Common, authorized and issued. $3,200,000, preferred, authorized and issued, $800,000; par value, $50 per share.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $2,000,000, issued, $1,277,500; in treasury (see Note), $722,500; dated Jan. 1, 1900, due, 1950; coupon, but may be registered; denom., $100, $500 and $1,000; int. payable Jan. and July, at office of Provident Life & Trust Co., of Philadelphia, trustee of mortgage.

Assumed indebtedness.

West End Street Ry. Co.	$225,000
Lancaster City Street Ry. Co.	160,000
Lancaster Traction Co. (secured by mortgage on Lancaster & Columbia Ry.)	225,000

Note.—Treasury bonds may be issued for redemption of bonds of underlying companies and reduction of rentals.

Operation.—The figures given are those of the Pennsylvania Traction Co. for years ending 1898 and 1899.

June 30,	1898.	1899.	1900.	1901.
Receipts from pass.	$192,653	$202,336	$234,436	$
" other sources.	1,514	3,580	7,147	
" total	194,167	205,916	241,583	270,533
Operating expenses	129,453	153,211	159,418	176,545
Earnings from oper.	64,714	52,705	82,165	93,988
Deductions from earnings.				
Interest	110,525	100,525	133,133	33,587
Taxes	20,609	4,890	4,565	9,159
Rentals		42,350	27,013	42,815
Other deductions	6,297	5,000	2,329	
*Deficit	72,717	100,060	$84,875	8,427

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$35,158
Transportation expenses	88,552
Maintenance of way and buildings	30,226
" " equipment	22,609
Total	$176,545
Passengers carried in 1901	3,701,725

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Road and equip.	$10,762,100	$10,762,100	$4,288,600	$4,327,986
Stock of other co.'s			698,400	698,400
Franchises			826,000	826,000
Supplies, etc	3,000	3,000	4,708	5,936
Cash	5,974	6,343	3,807	
Open accounts			559	2,753
Profit and loss (deficit).	231,996	331,731	3,753	17,281
Total	$11,003,070	$11,103,174	$5,825,827	$5,878,356

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$ 8,751,600	$ 8,751,600	$4,000,000	$4,000,000
Funded debt	2,010,500	2,010,500	1,800,000	1,800,000
Int. due and accrued				6,906
Loans				31,646
Accounts payable				11,755
Rentals accrued				14,002
Taxes "				1,047
Mortgages Conestoga Park				10,000
Mortgages Columbia real estate				3,000
Floating debt	113,070	113,070	13,000	
Sundries	5,500	5,500	2,517	
Accrued interest	122,400	222,504	10,310	
Total	$11,003,070	$11,103,174	$5,825,827	$5,878,356

Plant and Equipment.—Miles of track operated (electric), 92; gauge, 5 ft. 2½ in.; 48 lb. to 90 lb. girder and T rail; 72 motor cars; 1,825 H. P. station plant; Allis, Hamilton and Ball & Wood engines, Gen. Elec. and West. dynamos and motors, Brill cars and trucks.

Officers.—Pres. W. B. Given, Sec. & Treas. O. M. Hoffman, Gen. Man. & Pur. Agt. Frank S. Given, Supt. H. B. Rhodes, Elecn. J. H. Cramer, Ch. Engr. H. W. McGinnis.

Directors.—Wm. B. Given, Samuel R. Shipley, Frank S. Given, Oscar M. Hoffman, Harry W. Daron.

References.—Annual report, '94, Vol. XI, Feb., '95, p. 124. LANCASTER STREET PASSENGER RY.—Annual report, '92, Vol. IX, Feb., '93, p. 129. COLUMBIA & DONEGAL RY. CO.—Description of road, Vol. X, Apr., '94, p. 223 (ill.); description of park (brief), Vol. XVII., June 1, '01, p. 664.

General Office, Woolworth Building, Lancaster, Pa.

Date of information, Mar., 1902. z

Lancaster, Mechanicsburg and New Holland Railway Co.—Incorporated in 1899. The road extends from Lancaster to New Holland and Ephrata, 22 miles, placed in full operation Feb. 1, 1901, and is controlled and operated by the Conestoga Traction Co.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—None.

Officers, etc.—Same as Conestoga Traction Co.

Date of information, Mar., 1902. z

LANGHORNE, PA.

Population along the route, in 1900, 12,000.

The Newtown, Langhorne & Bristol Trolley Street Railway Co.—Chartered Mar. 28, 1895. The company commenced operation on Apr. 15, 1896, has since then extended its line to Bristol, and secured franchises to Trenton, N. J. This road is now leased to and operated by the Newtown Electric Ry. Co., of Newtown, Pa.

Capital Stock, authorized and issued, $118,000.

Funded Debt, outstanding, $112,700.

Plant and Equipment.—Miles of track (electric), 8.75; 7 motor cars; Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Thomas P. Chambers, Sec. Thomas J. Janney, Treas. A. Chambers.

Directors.—H. W. Watson. H. H. Gillam, Thomas P. Chambers, Thomas J. Janney, E. W. Magill, G. S. W. Brubaker.

Date of information, Aug., 1901. b

LANSFORD, PA.

Population in 1890, 4,000, in 1900, 4,888.

Tamaqua & Lansford Street Railway Co.—Chartered Nov. 2, 1891.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $200,000, issued, $193,000; dated June 1, 1897, due 1927; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1899.	1900.	1901.
Gross receipts	$37,672	$43,899	$54,679
Operating expenses	20,499	22,717	24,722
Earnings from operations	17,173	21,172	29,957
Deductions from earnings.			
Taxes	531	598	1,279
Interest on funded debt	9,353	9,650	9,650
" " unfunded debt			536
Other deductions	5,000	5,200	7,387
Net income	2,289	5,724	11,105
Dividends paid	2,500	5,000	5,000
Surplus account	*211	724	6,105
Total surplus account			9,744

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$231,485	$245,448	$243,109	$248,662
" equipment	48,671	53,381	58,874	55,798
Cash	6,196	5,635	5,554	4,482
Other permanent investments				5,000
Total	$286,352	$304,464	$307,537	$313,942
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	175,000	193,000	193,000	193,000
Accounts payable	6,772	6,221	9,249	5,798
Sundries	1,554	2,427	1,749	5,400
Profit and loss (surplus)	3,026	2,816	3,539	9,744
Total	$286,352	$304,464	$307,537	$313,942

PLANT AND EQUIPMENT.—Miles of track (electric), 10.92; gauge, 4 ft. 8½ in.; 17 cars, of which 14 are motor cars and 3 trail cars; Lane & Bodley engines, Walker dynamos, Gen. Elec. motors, Brill cars and trucks.

OFFICERS.—Pres. Lewis A. Riley, V. Pres. C. F. Howell, Sec. & Treas. James McCready, Supt. W. D. Zehner, Asst. Supt. W. G. Whildin, Pur Agt. J. E. Lauer.

DIRECTORS.—L. A. Riley, Jas. McCready, W. D. Zehner, C. F. Howell, F. P. Spiese.

GENERAL OFFICE, Lansford, Pa.

Date of information, Jan., 1902. z

LANSING, MICH.

Population in 1880, 8,319, in 1890, 13,102, in 1900, 16,485.

Lansing City Electric Railway Co.—This is the successor to the Lansing City Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated Jan., 1896; denom. $100; int., payable at office of Continental Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 48 lb. T rail; 15 cars, of which 13 are motor cars and 2 trail cars; West. dynamos and motors, Laclede and St. Louis cars, Brill and Fulton trucks.

OFFICERS.—Pres. & Gen. Man. J. D. Hawks, Sec. & Treas. S. F. Angus, Supt. E. Slaughter.

DIRECTORS.—James D. Hawks, S. F. Angus, James McNamara, A. L. C. Henry, O. Bingham, all of Detroit, Mich.

GENERAL OFFICE, 202 Michigan Avenue, East Lansing, Mich.

Date of information, Feb., 1902. z

Lansing, St. Johns & St. Louis Railway Co.—This company was organized to build an elcctric railway from Lansing through St. Johns and Maple Rapids to St. Louis, a distance of 55 miles. The road will be operated by steam until the electrical equipment is completed, which will be about July, 1902. Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized $500,000, issued $354,400.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,750,000, issued, $500,000, in treasury, $1,250,000; dated June 1, 1901, due 1921; denom. $1,000; int. payable June and Dec., at office of Detroit Trust Co., trustee of mortgage.

OFFICERS.—Pres. Frederick Thoman, V. Pres. Isaac Hewitt, Sec. F. L. Dodge, Treas. Jacob Stahl.

DIRECTORS.—Frederick Thoman, F.L. Dodge, Jacob Stahl, Lansing; Stiles B. Kennedy, St. Louis; John E. Mills, E. F. Percival, Port Huron, Mich.

GENERAL OFFICE, Lansing, Mich.

Date of information, Jan., 1902. z

Lansing, Dexter & Ann Arbor Railway Co.—This company was organized to build an electric railway from Lansing, through Holt, Mason, Dansville, Pinckney and Dexter to Ann Arbor, 61 miles, where, it is reported, it is to connect with the Detroit, Ypsilanti & Ann Arbor Ry. Co., forming a through line from Lansing to Detroit.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT, authorized, $1,175,000.

OFFICERS.—Pres. C. A. Mapes, V. Pres. R. J. Shank, Sec. C. P. Black, Treas. Thos. Birkett.

GENERAL OFFICE, Lansing, Mich.

Date of information, Jan., 1902. z

LARCHMONT, N. Y.

The Larchmont Horse Railway Co.—Chartered Feb. 7, 1884. Annual meeting second Tuesday in Jan. On Aug. 3, 1901, this company was consolidated with the Port Chester Street Ry. Co., forming the New York & Stamford Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $200,000; dated Jan. 1, 1901, due 1941; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$5,489	$6,020	$5,524	$5,369	$33,08
Operating expenses	5,144	5,187	5,600	5.792	17,878
Earnings from operation	345	833	*76	*423	15,206
Deduction from earnings	148	169	203	181	757
Net income	198	664	*279	*604	14,449
Dividends paid		500	500		
Surplus	*302	164	*779	*604	
Total surplus account	1,053	2,633	1,853	1,249	15,217

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	98,069	103,799	103,396	102,505	687,277
Car miles run	15,000	15,000	15,000	15,000	212,639
Total receipts per car mile	$.366	$.401	$.368	$.358	$.156
Op. expenses per car mile	.343	.346	.373	.386	.084

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$20,000	$20,000	$20,000	$20,000	$205,854
" equipment	5,875	5,875	5,969	5,969	
Cash assets	1,053	1,218	564	94	11,35
Supplies on hand	527	540	320	320	
Total	$27,455	$27,633	$26,853	$26,383	$217,205
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$25,000	$200,000
Open accounts					
Other liabilities	1,402	1,415		134	1,988
Profit and loss (surplus)	1,053	1,218	1,853	1,249	15,217
Total	$27,455	$27,633	$26,853	$26,383	$217,205

PLANT AND EQUIPMENT.—Miles of track, 8.01; gauge, 4 ft. 8½ in.; 38 lb. girder rail; 9 motor cars, 1 snow plow.

OFFICERS.—Pres. Chas. A. Singer, Sec. & Treas. John Neilson.

DIRECTORS.—Chas. A. Singer, Wm. Murray, Jno. Neilson, Chas. H. Cumming, Mauch Chunk, Pa.; Wm. L. Ward, Port Chester, N.Y.; John Fritz, Bethlehem, Pa.; R. J. Walsh, Greenwich, Conn.

GENERAL OFFICE, Larchmont, Westchester Co., N. Y.

Date of information, Aug., 1901. b

LAREDO, TEX.

Population in 1880, 3,521, in 1890, 11,313, in 1900, 13,429.

Laredo Electric & Railway Co.—Chartered Sept., 1892, for 25 years. Annual meeting first Monday in Mar. This company leases and operates the property of the International Bridge & Tramway Co.

CAPITAL STOCK, authorized and issued $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.88; gauge, 4 ft.; 25 lb. steel T rail; 6 motor cars; 480 H. P. station plant; Armington & Sims engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. G. Bidell Moore, V. Pres. & Treas. Carl F. Drake, Sec. Gen. Man. Supt. & Pur. Agt. C. F. Yaeger, Ch. Engr. Wm. Schneider.

DIRECTORS.—B. M. Hammond, C. E. Drake, E. S. Harris, C. F. Yaeger.

GENERAL OFFICE, Convent and Farragut Sts.

Date of information, Dec., 1901. d

LA SALLE, ILL.

Population in 1880, 7,847, in 1890, 9,855, in 1900, 10,446.

City Electric Railway.—Charter renewed in Dec., 1899, for 20 years. This system, which includes the road in Peru, Ill., is owned and operated by the Illinois Valley Traction Co.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,	1899.	1900.
Gross receipts	$16,604	$19,019
Total expenses	12,446	13,225
Net income	4,158	5,764

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 45 lb. T and girder rail; 7 closed and 4 open motor cars and 3 trail cars; 250 H. P. engines, 160 H. P. dynamos, West. motors, St. Louis cars, McGuire trucks.

Please note date of information at end of each report.

OFFICERS.—Pres. & Man. W. B. McKinley, V. Pres. Geo. F. Duncan, Sec. & Treas. Edward Woodman.

GENERAL OFFICE, La Salle, Ill.

POWER STATION, Peru, Ill.

Date of information, Mar., 1902. z

LATROBE, PA.

Population in 1900, 4,614.

Latrobe Street Railway Co.—This road is now under construction. Will extend 2.5 miles next season.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.25; 2 cars.

OFFICERS.—Pres. John B. Anderson, V. Pres. James Peters, Sec. & Treas. Jos. Head, Ch. Engr. Frank Gebhart.

Date of information, Mar., 1902. z

LAWRENCE, MASS.

Population in 1880, 39,151, in 1890, 44,654, in 1900, 62,559.

Lowell, Lawrence & Haverhill Street Railway Co.—Chartered Apr. 29, 1892. Amended Mar. 15, 1893. Annual meeting third Tuesday in Oct. The company's lines connect Lowell, Lawrence, Haverhill and Newburyport. During 1898 the company purchased the People's St. Ry. Co., thus completing a through line from Lowell to Newburyport. In Nov., 1900, the Lowell & Suburban St. Ry. Co. with the Nashua St. Ry. Co. (Nashua, N. H.) was consolidated with this company. The capital stock of all the companies is controlled by the Massachusetts Electric Companies. On May 6, 1901, this company was absorbed by the Lynn & Boston R. R. Co., which is now a part of the system of the Boston & North Shore St. Ry. Co.

Capital Stock, authorized, $3,100,000, issued, $2,700,000, subscribed for, $400,000, on which 5 p. c. has been paid in; par value, $100 per share.

Funded Debt.—See Boston & Northern St. Ry. Co., Boston, Mass.

Operation.—Year ending Sept. 30, 8 mos. endg. May 6,

	1897.	1898	1899.	1900.	1901.
Receipts from pass	$423,461	$452,444	$501,797	$541,414	$494,718
" other sources	3,196	3,101	8,423	13,929	5,630
" total	426,657	455,545	510,220	555,343	500,348
Operating expenses	238,380	255,681	291,804	313,390	328,053
Earnings from oper'n	188,277	199,864	218,416	241,953	172,295
Deductions from earn.					
Int. on bonds	66,717	69,290	72,616	72,018	63,879
" " floating debt	436	438	1,106	32	5,096
Taxes	17,775	16,412	29,798	27,883	23,194
Rentals					8,975
Other deductions	19,620	23,485	33,596	29,772	1,686
Net income	83,728	90,239	81,300	112,248	69,465
Dividends paid	30,000	60,000	75,000	105,000	108,000
Surplus	53,728	30,239	6,300	7,248	
Total surplus account	†100,341	†100,777	107,077	133,974	*38,535

*Deficit.

† $31,731 was written off various construction and plant accounts during the year 1897, and $29,803 during the year 1898.

OPERATING EXPENSES.

Year ending Sept. 30, 8 mos. endg. May 6,

	1897.	1898.	1899.	1900.	1901.
General expenses	$ 28,843	$ 27,750	$ 34,097	$ 50,875	$ 58,627
Main. of way and bldgs.	27,477	36,435	38,645	29,815	19,701
Main. of equipment	24,258	27,780	34,244	31,077	35,954
Transportation exps.	157,804	163,716	184,818	201,623	213,771
Total	$238,380	$255,681	$291,804	$313,390	$328,053

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 8 mos. endg. May 6,

	1897.	1898.	1899.	1900.	1901.
Pass. carried	8,466,555	8,981,702	10,074,912	11,016,717	11,434,996
Car miles run	1,586,862	1,741,291	1,828,525	1,921,815	2,591,202
Total recpts. per car mile	$.269	$.261	$.278	$.289	$.193
Operating exp. per car mile	.150	.141	.159	.163	.127

Balance Sheet.—Dated Sept. 30, May 6,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$1,602,105	$1,734,843	$1,747,865	$1,729,982	$3,103,846
" equip.	650,472	674,824	678,676	728,782	1,090,776
Other permanent invest.	667,786	667,786	672,808	687,716	1,416,041
Cash and current assets	59,996	70,041	128.248	118,930	25,741
Bills and acts. receivable	66,302	28,723			11,283
Mat. & supplies	12,674	12,866	16,730	14,965	55,110
Other assets	2,091				61,829
Total	$3,061,426	$3,189,083	$3,244,327	$3,280,375	$5,764,625

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$2,720,000
5 p.c. assess. on $400,000 inc.	20,000	20,000	20,000	20,000	
Funded debt	1,331,000	1,455,000	1,455,000	1,444,000	2,433,000
Accrued int	25,100	26,900			44,587
Bills and acts. payable	46,678	31,528	73,833	78,127	22,756
Unpaid div'd'ds	15,000	15,000		60,000	
Other liabilities	23,307	15,878	49,417	29.965	150,659
Special funds					245,200
Loans & notes payable					17,183
Sinking fund		24,000	39,000	14,309	
Profit and loss (surplus)	100,341	100,777	107,077	133,974	131,239
Total	$3,061,426	$3,189,083	$3,244,327	$3,280,375	$5,764,625

Plant and Equipment.—Miles of track (electric), 147.35; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 22 horses, 276 motor cars, 639 trail cars, 25 snow plows; 3,500 H. P. station plant; Green and McI. & S. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Newburyport, Jones, Brill, Laconia and L. & F. cars, Bemis and Brill trucks.

Officers.—Pres. Alexander B. Bruce, V. Pres. P. F. Sullivan, Sec. W. A. Fisher, Treas. Joseph H. Goodspeed, Gen. Man. Elwin C. Foster, Audr. D. Dana Bartlett, Supt. Franklin Woodman, Supt. Lawrence Division N. E. Morton, Supt. Haverhill Division Alex. McRae.

Directors.—A. B. Bruce, Philip L. Saltonstall, Patrick F. Sullivan, Jos. H. Goodspeed, Percy Parker.

General Offices, Howe Building, Merrimack Sq., Lowell, Mass.

References.—MERRIMACK VALLEY STREET RY.—Description of road, Vol VIII, June, '92, p. 352 (ill.) LOWELL & DRACUT STREET RY.—Description of road, Vol. VI, Jan., '90, p. 40. LOWELL, LAWRENCE & HAVERHILL STREET RY. CO.—Description of road, Vol. XI, July, '95, p. 428 (ill.); description of parks (brief), Vol. XVII, June, 1, '01, p. 663.

Date of information, Feb., 1902. z

Lawrence & Reading Street Railway Co.—This company was granted a State charter Apr. 2, 1900, and placed its road in operation in and between Reading, North Reading and Andover on Aug. 13, 1900.

Capital Stock, authorized and issued, $115,000; par value, $100 per share.

Operation.—Year ending Sept. 30, 1901.

Gross receipts	$33,833
Operating expenses	32,787
Earnings from operation	1,046
Deductions from earnings.	
Taxes	1,748
Net income	*702

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	685,260
Car miles run	251,809
Total receipts per car mile	$.134
Operating expenses per car mile	.122

Balance Sheet.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$142,440	$198,508
" equipment	25,145	50,114
Other permanent investments	78,800	89,288
Cash and current assets	3,578	14,053
Other assets	3,147	52,768
Total	$253,110	$404,731

LIABILITIES.		
Capital stock	$115,000	$115,000
Loans and notes payable	137,128	195,494
Bills and accounts payable		93.437
Other liabilities		518
Profit and loss (surplus)	982	280
Total	$253,110	$404,731

Plant and Equipment.—Miles of track (electric), 12.77; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Gen. Elec. generators and motors.

Officers.—Pres. Charles F. Woodward, Sec. Edwin L. Stone, Treas. Charles Williams, Gen. Man. Elwin C. Foster.

Directors.—Charles F. Woodward, Charles Williams, Wakefield; Frederick T. Ley, Springfield; Arthur F. Upton, E. A. Carpenter, North Reading; M. J. Warner, 100 Broadway, N. Y. City; Edwin L. Stone, Lynn, Mass.

General Office, 333 Union St., Lynn, Mass.

Date of information, Feb., 1902. z

Please note date of information at end of each report.

Lawrence & Methuen Street Railway Co.—This road is under construction.

Capital Stock, authorized, $70,000, issued, $35,000.

Officers.—Pres. Jas. R. Simpson, Lawrence, Mass.; V. Pres. Z. T. Merrill, Sec. E. B. Fuller, Treas. Edward L. Pride.

Directors.—James R. Simpson, Zachary T. Merrill, James A. Brogan, Lawrence; Alfred Sagar, John L. Hill, W. D. Lovell, Franklin Woodward.

General Office, Lawrence, Mass.
Date of information, Dec., 1901. b

LEAVENWORTH, KAN.

Population in 1886, 16,546, in 1890, 19,768, in 1900, 20,735.

Leavenworth Electric Railroad Co.—This company is the successor to the Leavenworth Electric Ry. Co., which was sold at receiver's sale June 2, 1894. In June, 1899, a controlling interest in the capital stock of this company was acquired by the Kansas City-Leavenworth Ry. Co., of Kansas City, Mo.

CAPITAL STOCK, authorized, $300,000, issued, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $300,000, issued, $250,000; in escrow (see Note), $50,000; dated, 1894, due 1924, at office of Atlantic Trust Co., of New York City, trustee of mortgage.

NOTE.—$50,000 of the bonds are held in escrow to be used in extensions and betterments, in accordance with the terms of the mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 21 cars, of which 14 are motor cars and 7 trail cars; Sioux City engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Pres. Charles O. Evarts, V. Pres. W. H. Gabriel, Sec. & Treas. H. C. Ellison, Cleveland, O.; Gen. Man. Ed. E. Coombs, Ch. Engr. J. C. Fellows.

GENERAL OFFICE, 303 Delaware St.

POWER STATION, 315 Choctaw St.

REFERENCES.—LEAVENWORTH RAPID TRANSIT RY. CO.—Sale, Vol. IX, Jan. '93, p. 51. LEAVENWORTH ELEC. R. R. CO.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94.
Date of information, Feb., 1901. d x

LEECHBURG, PA.

Population in 1900, 2,459.

Apollo, Vandergriff & Leechburg Street Railway Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; 6 cars.

OFFICERS.—Pres. J. Q. Cochrane, V. Pres. Jno. P. Klizzgensmith, Sec. Dr. J. D. Orr, Treas. S. M. Nelson, Ch. Engr. W. A. Gilfillan.

POWER STATION, Leechburg, Pa.
Date of information, Jan., 1902. d

LEBANON, PA.

Population of Lebanon in 1880, 8,778, in 1890, 14,564, in 1900, 17,628.

Lebanon Valley Street Railway Co.—This company is a consolidation of the Lebanon & Annsville St. Ry. Co. and the Lebanon & Myerstown St. Ry. Co. The capital stock of the company is now controlled by the United Power & Transportation Co., of Phila.

CAPITAL STOCK, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $500,000; dated 1899, due 1909 to 1929.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$62,859
Receipts from other sources	166
Total receipts	63,025
Operating expenses	27,349
Earnings from operation	35,676
Deductions from earnings.	
Taxes	3,627
Interest on funded debt	25,000
Other expenses	1,231
Net income	5,818
Dividends	5,000
To surplus account	818

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$1,004,483	Capital stock	$ 500,000
Cash	4,937	Funded debt	500,000
Sundries	16,862	Loans	2,087
		Accounts payable	725
		Sundries	19,097
		Profit and loss	4,373
Total	$1,026,282	Total	$1,026,282

Passengers carried in 1901, 1,401,398.

PLANT AND EQUIPMENT.—Miles of track (electric) 24; gauge, 5 ft. 2½ in.; 70 lb. T and 90 lb. girder rail; 19 cars; 2 Gen. Elec. generators; 575 K. W. Allis engine, 900 H. P. Gen. Elec. motor, Brill, Stephenson and J. & S. cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. M. C. Aulenbach, Supt. C. H. Smith.

POWER STATION, 170 S. Eighth St., Lebanon, Pa.
Date of information, Jan., 1902. z

LEOMINSTER, MASS.

Population in 1880, 5,772, in 1890, 7,269, in 1900, 12,392.

Leominster & Clinton Street Railway Co.—This is the successor, in May, 1896, to the Clinton Street Ry. Co. On Oct. 8th, 1900, the consolidation of the Clinton & Hudson Street Ry. Co. the Worcester & Clinton Street Ry. Co. and the Fitchburg and Suburban Street Ry. Co. with this company was approved by R. R. commissioners, and on Mar. 1, 1901, the company was absorbed by the Worcester Consolidated Ry. Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Apr. 1, 1897, due 1917; trustee of mortgage, American Loan & Trust Co.

Coupon notes, 6 p. c. $45,000; dated Apr., 1897, due 1912.

The mortgage deed provides that $2,000 per annum shall be passed to the American Loan & Trust Co. as a sinking fund to redeem the first mortgage bonds.

OPERATION.—Year ending

	Sept. 30, 1897.	1898.	1899.	1900.	Mar. 1, 1901.
Receipts from pass	$39,099	$43,165	$49,567	$51,183	$40,235
" other sources	1,489	461	699	484	437
" total	40,588	43,626	50,266	51,667	40,672
Operating expenses	22,095	25,388	24,178	28,596	43,267
Earnings from oper	18,493	18,238	26,088	23,071	*2,595
Deductions from earnings.					
Int. on fund. debt	3,100	10,200	10,100	10,100	6,336
" unfund. "	10,779	1,608	1,513	1,158	4,013
Taxes	2,242	1,254	2,578	3,444	4,983
Other deductions	2,792	5,358	4,780	4,254	
Net income	*420	*182	7,117	4,114	*17,928
Total surplus account	*1,316	*10,748	*3,629	*72	

* Deficit.

OPERATING EXPENSES.

Year ending	Sept. 30, 1897.	1898.	1899.	1900.	Mar. 1, 1901.
General expenses	$ 5,802	$ 5,004	$ 5,235	$ 4,200	$ 5,542
Transportation expenses.	12,617	13,574	13,417	18,292	27,460
Maint. of road and bldgs.	1,632	3,436	2,449	2,657	5,698
" " equip	2,044	3,374	3,077	3,447	4,567
Total	$22,095	$25,388	$24,178	$28,596	$43,267

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1897.	1898.	1899.	1900.	Mar. 1, 1901.
Passengers carried	781,454	856,817	994,115	987,486	722,166
Car miles run	235,688	248,306	257,685	263,892	250,724
Total recpts. per car mile	$.172	$.175	$.195	$.195	$.162
Op. exp. per car mile	.094	.102	.093	.108	.172

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$165,230	$172,877	$174,715	$178,778	$180,225
" equipment	31,417	38,663	39,154	39,352	44,417
Other permanent prop'ty	115,583	142,071	144,782	144,998	146,486
Cash and current assets.	4,924	38,167	6,457	10,152	8,642
Materials and supplies	1,352				
Other assets	1,000	3,152	3,069	2,858	2,129
Profit and loss (deficit)		1,316	10,748	3,629	72
Total	$319,506	$396,245	$378,925	$379,767	$381,971
LIABILITIES.					
Capital stock	$149,300	$150,000	$150,000	$150,000	$150,000
Funded debt	5,500	115,000	195,000	193,000	193,000
Floating debt	164,173	131,245	33,925	32,767	34,971
Loans and bills payable.	20,537				
Mat. inter'st coup. unpaid (incl. coup. due Oct. 1).	138				
Sinking fund				4,000	4,000
Profit and loss (surplus).		533			
Total	$319,506	$396,245	$378,925	$379,767	$381,971

PLANT AND EQUIPMENT.—Miles of track (electric), 12.12; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 90 lb. T and girder rail; 16 motor cars; Gen. Elec. dynamos and motors, Jones, American and Mass. cars; water power.

Please note date of information at end of each report.

OFFICERS.—Pres. Henry L. Pierce, V. Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Asst. Treas. Joseph G. Stearns, Supt. & Pur. Agt. G. H. Burgess, Ch. Engr. James Dickinson, Elecn. E. T. Bates.

DIRECTORS.—Harry L. Pierce, Francis R. Hart, Jas. A. Parker, A. J. Peters, F. W. Kendrick, B. W. Warren, I. McD. Garfield, Samuel E. Winslow.

GENERAL OFFICE, Leominster, Mass.

Date of information, Feb., 1901. b

LEVIS, QUE.

Levis County Railway Co.—Provincial charter granted Mar. 27, 1902, in perpetuity. Four municipal franchises (Levis, St. Joseph, St. Ronwald, Bienville) granted Jan. 12, 1902, in perpetuity, exclusive and free from municipal taxes for twenty years. Annual meeting Oct. 1. This road expects to commence operation July 15, 1902, and will serve a population of 22,000. The company operates a double car passenger elevator in steel tower, 140 ft. high, to surmount Levis Height, which cost $30,000.

CAPITAL STOCK, authorized, unlimited, issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, unlimited, issued, $400,000; dated May 1, 1902, due 1933; denom. $1,000; int. payable May and Nov., at office of Montreal Trust & Deposit Co., Montreal, Que., trustee of mortgage.

NOTE —First mortgage bonds may be called for payment at end of ten years at 107.50 and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; 25 motor cars; 630 H. P. (Bullock) motor generators; West. motors, Ottawa cars, Taylor trucks; hire power.

OFFICERS.—Pres. & Gen. Man. G. U. G. Holman, V. Pres. & Sec. P. E. Bouvassa, Treas. Joseph Fortin, Jr., Levis, Que.

DIRECTORS.—G. U. G. Holman, Quebec, Que.; P. E. Bouvassa, Cleophas Blouin, Jos. Paquet, Levis, Que.; Alfred Collyer, Montreal, Que.; R. D. Wyckoff, E. O. Champ, 71 Broadway, N. Y. City.

GENERAL OFFICE, Commercial St., Levis, Que.

POWER STATION, Chaudiere Falls, Que.

Date of information, Apr., 1902. z

LEWISTON, ME.

Population in 1880, 19,083, in 1890, 21,701, in 1900, 23,761.

Lewiston, Brunswick & Bath Street Railway Co.—Chartered in 1897 in perpetuity. This company has purchased the entire property of the Brunswick Electric Ry. Co., and the Lewiston & Auburn Horse Ry. Co. In Sept., 1900, this company purchased the property of the Bath St. Ry. Co.

CAPITAL STOCK, authorized and issued, $527,100; par value, $100 per share.

FUNDED DEBT.—Total $1,000,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $845,000, in escrow, $155,000; dated, 1898, due, 1918; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Manufacturers' National Bank, of Lewiston, Me., trustee of mortgage.

Lewiston & Auburn Horse R. R. Co.'s first mortgage 5 p. c. gold bonds, outstanding, $85,000; coupon, but may be registered; dated June 1, 1881, due 1911; int. payable June and Dec., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

Bath Street Co.'s first mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $70,000; dated July 1, 1893, due 1913, but payable at option of company after July 1, 1898; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—The following is the report for the three properties since the consolidation for

*Year ending June 30,	1899.	1900.	1901.
Total receipts	$214,001	$222,364	$221,532
Operating expenses	108,819	167,590	172,762
Earnings from operation	105,182	54,774	48,770
Deductions from earnings.			
Interest on bonds	17,500	38,900	41,559
Taxes		3,221	3,856
Rentals		11,750	8,583
Pleasure resort			26,355
Net income	87,682	903	†21,583
Dividends paid	24,717	31,001	
To surplus account		†30,108	
Debit profit and loss		23,849	14,816
Total surplus account	51,297	†2,660	†14,934

†Deficit.

*By an agreement, these properties were operated from July 1, 1898, to March 1, 1899, by a syndicate which received 50 p. c. of the gross receipts, less the interest on bonds and dividends, for operating the road. After March 1, 1899, the company paid its own operating expenses.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 32,835
Transportation expenses	84,983
Maintenance roadway and buildings	23,307
Maintenance of equipment	31,637
Total	$172,762

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	4,231,885
Car miles run	1,122,959
Total receipts per car mile	$.190
Operating expenses per car mile	.153

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Total permanent investments	$1,422,000	$1,571,000	$1,636,652
Cash	62,965	29,161	18,595
Other assets		5,528	10,456
Profit and loss (deficit)		2,660	14,934
Total	$1,484,965	$1,608,649	$1,680,637
LIABILITIES.			
Capital stock	$ 500,000	$ 627,100	$ 627,100
Funded debt	922,000	933,000	845,000
Real estate mortgages			155,000
Accrued liabilities	11,667	14,845	15,338
Current liabilities			38,200
Profit and loss (surplus)	51,298	33,704	
Total	$1,484,965	$1,608,649	$1,680,637

PLANT AND EQUIPMENT.—Miles of track (electric), 56.18; gauge, 4 ft. 8½ in; 60 lb. and 90 lb. rail; 58 motor cars; West. and Walker motors, Briggs cars, Peckham and Brill trucks.

OFFICERS.—Pres. Herbert M. Heath, Augusta; V. Pres. Theo. L. Peters, N. Y. City; Clerk Charles L. Andrews, Augusta; Supt. F. C. Farr, Lewiston.

DIRECTORS.—A. H. Shaw, Bath, Me.; A. F. Gerald, E. J. Lawrence, Fairfield, Me.; Herbert M. Heath, Augusta; Theo. L. Peters, Englewood, N. J.; E. Burton Hart, Jr., N. Y. City; M. I. Masson, Brunswick.

GENERAL OFFICE, Brunswick, Me.

REFERENCES.—Description of Power Plant, Vol. XV, Mar., '99, p. 155 (ill.).

Date of information, Mar., 1902. z

LEWISTON, N. Y.

Population in 1890, 2,577, in 1900, 3,221.

Lewiston & Youngstown Frontier Railway Co.—Chartered in Aug., 1895. Annual meeting Sept. 7.

CAPITAL STOCK, authorized, $150,000, issued, $134,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $134,000; dated June 1. 1896, due 1926; int. payable June and Dec. at office of Buffalo Loan, Trust & Safe Deposit Co., Buffalo, N. Y., trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Total receipts	$12,453	$10,555	$11,750	$10,422
Operating expenses	9,367	7,407	9,228	9,847
Earnings from operation	3,086	3,148	2,522	575
Deductions from earnings.				
Interest on funded debt	8,040	8,040	8,040	8,040
" " floating debt and mortgage	1,215	1,183	1,300	1,327
Taxes	630	677	741	809
Net income	*6,759	*6,752	*7,519	*9,601
Total deficit		$19,773	$27,292	$35,906

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$3,650	$2,290	$3,213	$2,655
Transportation expenses	5,038	4,166	4,126	4,371
Maintenance of way and building.	413	690	1,231	1,808
" " equipment	266	261	658	1,012
Total	$9,367	$7,407	$9,228	$9,847

STATISTICS OF TRAFFIC.

Year ending June 30.	1898.	1899.	1900.	1901.
Passengers carried	53,357	47,921	44,026	43,676
Car miles run	91,070	64,060	57,640	86,802
Total receipts per car mile	$.136	$.164	$.203	$.120
Operating expenses per car mile	.103	.115	.160	.113

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$271,525	$273,134	$293,250	$293,250
Cash and current assets	13,201	13,817	1,329	886
Profit and loss (deficit)	13,021	19,773	27,292	35,906
Total	$297,747	$306,724	$321,871	$330,042
LIABILITIES.				
Capital stock	$134,000	$134,000	$134,009	$134,000
Funded debt	134,000	134,000	134,000	134,000
Accrued interest	8,710	16,750	24,985	32,923
Loans	3,200	3,200	25,587	25,808
Bills and accounts payable	17,837	18,774	3,299	3,310
Total	$297,747	$306,724	$321,871	$330,042

PLANT AND EQUIPMENT.—Miles of track (electric), 8.7; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 9 motor cars; Gen. Elec. dynamos and motors, Brill cars, Niagara Falls power.

OFFICERS.—Pres. A. J. Wheeler, Buffalo, N. Y.; V. Pres. H. C. Howard, Sec. & Treas. Chas. S. Webb, P. O. box, 272, Buffalo, N. Y.; Supt. F. G. Lott, Asst. Supt. F. M. Sims.

DIRECTORS.—Lawrence D. Rumsey, Henry C. Howard, Edwin T. Evans, George F. Sowerby, Geo. R. Teller, A. J. Wheeler, John N. Scatcherd, F. M. Hayes, Buffalo, N. Y.; A. H. Dutton, Lewiston, N.Y.

REFERENCES.—Description of road (brief), Vol. XII, Sept., '96, p. 509; description of road, Souv., Oct., '97, p. 598; description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Dec., 1901. b

LEWISTOWN, PA.

Population in 1890, 3,273. in 1900, 4,451.

Lewistown & Reedsville Electric Railway Co.—Chartered Mar. 24, 1892.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $150,000.

OPERATION.—Period ending June 30,	1900.	1901.
Gross receipts	$7,765	$ 33,725
Operating expenses	5,619	19,841
Earnings from operation	2,146	13,884
Taxes		199
Interest	2,187	7,500
Net income	*46	6,185

*Deficit.

Passengers carried in 1901, 671,598.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Total cost of road	$248,670	Capital stock	$150,000
Stock	60,000	Funded debt	150,000
Cash	725	Loans	3,500
Bills receivable	1,241	Sundries	166
Open accounts	119	Pay rolls	534
		Profit and loss	6,555
Total	$310,755	Total	$310,755

PLANT AND EQUIPMENT.—Miles of track, 6.25; gauge, 4 ft. 8½ in.; 70 lb. rail, 9 motor cars; West. generator, 400 K. W.; 400 H. P. engine.

OFFICERS.—Pres. J. I. Quigley, V. Pres. A. B. Spanogle, Sec. E. R. Sponsler, Treas. Wm. Irwin, Gen Supt. Walter G. Barlow.

DIRECTORS.—C. C. Forney, J. I. Quigley, H. Tousig, R. U. Jacob, A. A. Stevenson, A. B. Spanogle, G. H. Macklin.

GENERAL OFFICE, 41 W. Market St., Lewistown, Pa.

Date of information, Mar., 1902. z

LEXINGTON, KY.

Population in 1880, 16,656, in 1890, 21,567, in 1900, 26,369.

Lexington Railway Co.—This is a consolidation on Feb. 11, 1899, of the Passenger & Belt Railway Co., the Belt Line Electric Co., the Central Electric Co. and the Hercules Ice Co.

CAPITAL STOCK, $800,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, issued, $737,000; dated July 1, 1899, due 1949; denom. $1,000, int. payable June and Dec., at office of Continental Trust Co., of Baltimore, Md., trustee of mortgage.

Passenger & Belt Ry. Co.'s first mortgage 6 p. c. gold bonds, outstanding, $138,000; dated Apr. 1, 1891, due, $15,000 per annum, Apr. 1, 1906, to Apr. 1, 1914; int. payable Apr. and Oct., at office of American Trust & Savings Bank, of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 39 motor cars and 12 trail cars, Gen. Elec. generators and motors, Pullman and Jackson & Sharp cars.

OFFICERS.—Pres. R. Lancaster Williams, V. Pres. Geo. W. Darnall, Sec. T. D. Murray, Treas. R. P. Stoll, Gen. Man. E. C. Hathaway, Asst. Man. R. E. Hunt.

DIRECTORS.—Louis des Cognets, Richmond, Va.; George W. Darnall, R. P. Stoll, W. J. Longbridge, Jerema R. Morton, Louis des Cognets, J. W. Middendorf, Baltimore, Md.

GENERAL OFFICE, Main and Cheapside Sts., Lexington, Ky.

Date of information, Mar., 1902. z

Georgetown & Lexington Traction Co.—Chartered in 1901 for 100 years; municipal franchise granted in 1901. Annual meeting in September.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $250,000, issued, $200,000, in escrow, $50,000; dated Nov. 15, 1901, due 1921; denom. $500 and $1,000; int. payable May and Nov., at office of Cincinnati Trust Co. trustee of mortgage, Cincinnati, O., and Standard Trust Co., New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in., 6 lb rail; 5 motor cars. Rent power.

OFFICERS.—Pres. & Gen. Man. Y. Alexander, V. Pres. Wm. Adanis, Sec. & Treas. A. S. Rice.

DIRECTORS.—Y. Alexander, Lexington, Ky.; A. S. Rice, B. D. Berry, Wm. Adanis, Cynthiana, Ky.; H. P. Montgomery, Georgetown, Ky.; Guy W. Mallon, Cincinnati, O.

GENERAL OFFICE, Lexington, Ky.

Date of information, Jan., 1902. z

LIBERTY, N. Y.

Population in 1890, 734, in 1900, 1,760.

Liberty & Jeffersonville Electric Railway Co.—This company was organized to construct an electric railway connecting Liberty with Jeffersonville in Sullivan Co. The road is under construction.

CAPITAL STOCK, authorized, $120,000, issued, $12,000.

FUNDED DEBT.—First mortgage bonds, authorized, $50,000.

OFFICERS.—Pres. R. H. Beach, New York; Sec. Treas. Pur. Agt. & Gen. Man. W. P. Craig, East Orange, N. J.

DIRECTORS.—R. H. Beach, W. P. Craig, D. W. Craig, W. H. Craig, F. Barber, J. Mahoney, J. Shotwell.

GENERAL OFFICE, Liberty, N. Y.

Date of information, Dec., 1901. b

LIMA, O.

Population in 1880, 7,567, in 1890, 15,981, in 1900, 21,723.

Lima Electric Railway & Light Co.—This company is a consolidation in 1900 of the Lima Ry. Co., and the Lima Electric Light & Power Co., and controls the electric railway, light and power business of the city of Lima. Railway franchises extend for from seventeen to twenty-two years, from 1901. Lighting franchise is perpetual and city lighting contract expires 1911.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized and issued, $500,000, outstanding, $215,000; held in treasury to retire prior liens, $285,000; dated July 1, 1900, due 1916; denom. $500; int. payable Jan. and July, at office of Cleveland Trust Co., Cleveland, O., trustees of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 66 lb. girder rail; 21 cars, of which 19 are motor cars and 2 trail cars; Dick & Church engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp and Barney & Smith cars, Brill trucks.

OFFICERS.— Pres. & Gen. Man. J. B. Mayer, V. Pres. Hardin H. Little, Sec. & Treas. H. St. C. Denny, Asst. Treas. & Supt. E. M. Harwood.

DIRECTORS.—J. B. Mayer, Hardin L. Little, Robt. R. Hefford, H. St. C. Denny, Herbert P. Bissell, Walter B. Ritchie, Cyrus D. Crites, Russell L. Armstrong, John E. Morley, Chas. H. Gale.

GENERAL OFFICE, Elizabeth St., Lima, O.

Date of information, Mar., 1902. z

The Western Ohio Railway Co.—Annual meeting first Wednesday in Sept. This company has 111 miles of electric railway under construction, and expects to have 47 miles in operation Mar. 1, 1902.

CAPITAL STOCK, authorized, $3,000,000, issued, $1,400,000; par value, $100 per share.

FUNDED DEBT.—First mortgage gold coupon bonds, authorized, $3,000,000, issued, $1,400,000, in treasury, $1,600,000; dated Nov. 1, 1901, due 1921; denom. $1,000; int. payable May and Nov., at First National Bank, New York City, or office of Savings & Trust Co., Cleveland, O., trustee of mortgage.

OFFICERS.—Pres. A. E. Akins, 1st V. Pres. L. J. Wolf, 2d V. Pres. J. R. Nutt, Sec. H. C. Lang, Treas. M. J. Mandelbaum, Cleveland, O.; Gen. Man. F. D. Carpenter, Supt. of Cons. D. W. Pell, Lima, O.

DIRECTORS.—A. E. Akins, L. J. Wolf, J. R. Nutt, F. T. Pomeroy, F. D. Carpenter, M. J. Mandelbaum, Jacob Mandelbaum, L. M. Coe, Will Christy.

GENERAL OFFICE, 119 W. Market St., Lima, O.

POWER STATION, St. Marys, O.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

LINCOLN, ILL.

Population in 1880, 5,639, in 1890, 6,725, in 1900, 7,986.

Lincoln Street Car Co.—This company is the successor by purchase of the Lincoln Electric St. Ry. Co., for which a receiver was appointed in Feb., 1897.

CAPITAL STOCK, authorized and issued, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8, of road, 6; gauge, 4 ft. 8½ in.; 45 lb. T rail; 4 motor cars and 2 trail cars; Bates engines, Gen. Elec. generator and motors, Laclede cars.

OFFICERS.—Pres. & Pur. Agt. E. D. Blinn, Supt. H. P. Martin, Ch. Engr. & Elecn. E. C. Simonton.

DIRECTORS.—E. D. Blinn, J. T. Hoblin, H. C. Quissenberry, W. H. Traner.

Date of information, Jan., 1902. z

LINCOLN, NEB.

Population in 1880, 13,003, in 1890, 55,154, in 1900, 40,169.

Lincoln Traction Co.—This company is the successor in Jan., 1898, to the Lincoln Street Ry. Co.

Capital Stock.—Common stock, $365,000.
Preferred stock, $700,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $250,000, issued, $45,000; coupon, but may be registered; dated Dec. 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$95,901	$113,306	$132,996	$163,634
Operating expenses	89,402	95,887	147,931	127,388
Earnings from operation	6,499	17,519	*14,935	36,246

*Deficit.

Plant and Equipment.—Miles of track (electric), 55; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 90 cars, of which 50 are motor cars and 40 trail cars; Gen. Elec. dynamos, West. Gen. Elec. and Short motors.

Officers.—Pres. M. L. Scudder, V. Pres. William Belcher, Sec. & Treas. Frank H. Carter, Man. J. H. Humpe, Pur. Agt. & Supt. H. C. Hartley.

General Office, 901 O. St., Lincoln, Neb.; New York office, 32 Liberty St.

References.—Description of road, Vol. IX, Feb., '93, p. 110 (ill.); Vol. IX, Mar., '93, p. 160; receivership, Vol. XI, Feb., '95, p. 124; sale of road, Vol. XIV, Jan., '98, p. 72.

Date of information, Mar., 1902. z

LITTLE FALLS, N. Y.

Population in 1880, 6,910, in 1890, 8,783, in 1900. 10,381.

Little Falls & Herkimer Street Railway Co.—Chartered Feb. 6, 1895, to build an electric railway from Little Falls to Herkimer, a distance of 8 miles. Annual meeting second Tuesday in March. This road is owned and operated by the Utica & Mohawk Valley Ry. Co.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share.

GENERAL OFFICE, Little Falls, N. Y.

Date of information, Dec., 1901. z

LITTLE ROCK, ARK.

Population in 1880, 13,138, in 1890, 25,874, in 1900, 38,307.

The Little Rock Traction & Electric Co.—Chartered 1895, as the successor to the City Electric Ry. Co., whose property was sold Apr. 18, 1895, under foreclosure of mortgage, for $643,000, to parties representing the bondholders.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6. p. c. gold bonds, authorized, $450,000, issued, $400,000, in escrow for future improvements, $50,000; dated, June 1, 1895, due 1915; denom., $1,000; int. payable June and Dec. at office of St. Louis Trust Co., trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $300,000, dated June 1, 1895, due 1915; denom. $1,000; int. payable June and Dec.; trustee of mortgage, Old Colony Trust Co., of Boston.

NOTE.—$300,000 of the first mortgage bonds (Nos. 1 to 300) may be called at any time after 1905 at option of company.

Second mortgage bonds may be redeemed after 5 years at 102.

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T and girder rail; 5 horses; 58 motor cars and 22 trail cars; Hamilton-Corliss and McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. J. A. Woodson, V. Pres. Oscar Davis, Sec. Geo. B. Rose, Treas. C. F. Penzel, Gen. Man. Pur. Agt. & Ch. Engr. J. A. Trawick, Supt. A. L. Collins, Ch. Engr. of Power Station R. F. Baise.

GENERAL OFFICE, 1000 North St., Little Rock, Ark.

REFERENCE.—Description of road, Vol. VIII, Sept., '92, p. 540.

Date of information, Jan., 1902. d

LOCK HAVEN, PA.

Population in 1880, 5,845, in 1890, 7,358, in 1900, 7,210.

Susquehanna Traction Co.—A reorganization June 1, 1900, of the Lock Haven Traction Co., which was chartered Mar. 22, 1895, and sold at foreclosure sale in Mar. 1899 for $34,700. This company leases and operates the property of the Lock Haven Electric Ry. for 999 years, from Mar. 1895.

CAPITAL STOCK, issued, $200,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized, $100,000, issued, $50,000; dated May 1, 1900, due 1920; int. payable May and Nov., at office of Provident Life & Trust Co., of Philadelphia, trustee.

OPERATION.—Figures given are those of the Lock Haven Traction Co. to date of reorganization.

	Year ending June 30, 1897.	Sept 29, 1897 to June 30, 1898.	Year ending June 30, 1899.	†1900.	1901.
Gross receipts	$17,288	$9,918	$15,307	$18,171	$20,228
Operating expenses	14,595	9,785	15.075	15,179	17,528
Earnings from operation	2,693	133	232	2,992	2,700
Deductions from earnings.					
Taxes	158		58	78	105
Interest on bonds	128			2,000	2,011
Rentals	493				
Net income	1,914		174	914	584

†Combined figures of old and new company.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$476,813	$476,813	$476,813	$150,000	$300,000
Cash	397	867	1,041	768	
Due by agents					
Other assets					1,262
Total	$477,210	$477,680	$477,854	$150,768	$301,262
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$100,000	$200,000
Funded debt	150,000	150,000	150,000	50,000	100,000
Accounts payable	27,210	27,680	26,813	17	750
Bills payable					
Profit and loss (surplus).			1,041	751	512
Total	$477,210	$477,680	$477,854	$150,768	$301,262

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 8 cars, of which 5 are motor cars and 3 trail cars; Phœnix engines, West. dynamos, Gen. Elec. motors, New Castle cars.

OFFICERS.—Pres. & Treas. Jacob Scott, Sec. J. Hogan Finst, Gen. Supt. Frank Andes.

DIRECTORS.—Wm. B. Given, C. A. Mayer, J. Henry Cochran, Jacob Scott.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Aug., 1901. b x

Lock Haven Electric Railway.—Chartered Apr. 14, 1894. This property is leased to and operated by the Susquehanna Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated June, 1894, due 1924; denom. $100, $500 and $1,000; int. payable in gold June and Dec., at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—See Lock Haven Traction Co.

OFFICERS.—Pres. L. M. Patterson, Sec. and Supt. R. H. Irvine Treas. George F. Porter.

DIRECTORS.—Wilson Kistler, W. H. Mayer, J. A. Seely, P. J. Bennett, J. H. Fredericks, L. M. Patterson, C. O. Baker, Geo. F. Porter, A. J. Belden.

GENERAL OFFICE, 24 W. Main St., Lock Haven, Pa.

Date of information, Feb., 1901. b

LOGANSPORT, IND.

Population in 1880, 11,198. in 1890, 13,328, in 1900, 16,204.

Indianapolis & Logansport Traction Co.—This company was organized to acquire the properties of the Logansport Ry. Co. which were sold at receivers' sale in Feb., 1899, and to build an ex-

tension of the road to Indianapolis. In Mar., 1902, the road was purchased by the Wabash River Traction Co.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5, of road, 5.5; gauge, 4 ft.; 40 lb. T rail; 12 motor cars and 3 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Geo. J. Marott (Indianapolis), V. Pres. M. A. Jordan, Sec. R. C. Light, Treas. H. F. Wood.

GENERAL OFFICE, 214 4th St.

Date of information, Mar., 1902. x

Logansport, Rochester & Northern Traction Co.—This company was organized to construct an electric railway from Logansport to Kendalville, Ind.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds; authorized and issued, $4,0 0,000; dated May 1, 1900, due 1950; denom. $1,000: coupon, but may be registered; int. payable May and Nov., at office of Mercantile Trust Co., of New York, trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric) 100; gauge, 4 ft. 8½ in.; 70 lb. T rail; 12 motor cars.

OFFICERS.—Pres. J. T. McNary, 1st V. Pres. H. I. Park, 2d V. Pres. J. B. Schultz, Sec. Geo. W. Holman, Treas. B. F. Keesling, Ch. Engr. Walter A. Osmer.

DIRECTORS.—J. T. McNary, Geo. W. Holman, J. E. Beyer, W. A. Osmer, B. F. Keesling, Seth M. Velsey, J. B. Shultz, J. D. Wideman, L. W. Welker, H. S. Park.

GENERAL OFFICE, 412 Broadway, Logansport, Ind.

Date of information, Jan., 1902. d

LONDON, ONT.

Population in 1880, including suburbs, was about 30,000; in 1890, about 35,000; in 1900, about 40,000.

London Street Railway Co.—Chartered 1875, for 50 years. Annual meeting second Wednesday in Jan.

Capital Stock, authorized, $750,000 issued, $400,000; par value, $40 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, $400,000; dated Mar. 8, 1895, due 1925; denom. $1,000; int. payable Mar. and Sept., at office of Bank of Commerce, Toronto, trustee of mortgage.

Franchises.—Municipal franchises were granted on Mar. 8, 1875, for 50 years; electrical rights were granted and work of conversion from the horse system was completed in 1895.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$101,366	$113,812	$59,948	$119,109	$141,846
Operating expenses	58,452	65,665	66,872	78,501	84,557
Earnings from op	42,914	48,147	*6,924	40,608	57,289
Deduc. from earnings	19,088	19,117	20,763	21,623	23,835
Net income	23,826	29,030	*27,687	18,985	33,454
Dividends paid	21,000	21,000		16,000	3,200
To surplus account	2,826	8,030		2,985	454
Total surplus account	17,737	23,915		14,552	31,544

* Deficit caused by strike which occurred May 22 and lasted the balance of the year.

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 56 lb. T and 73 lb. girder rail; 46 cars, of which 34 are motor cars and 12 trail cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

Officers.—Pres. H. A. Everett, V. Pres. T. H. Smallman Sec. Treas. & Gen. Man. Chas. E. A. Carr, Supt. J. Break, Ch. Engr. & Elecn. H. Welburn.

Directors.—H. A. Everett, Cleveland, O.; E. W. Moore, T. H. Smallman, C. W. Wason, H. S. Holt, Wm. Spencer, P. W. Broderick.

General Office, Bank of Commerce Building, London, Ont.

References.—Annual report, Vol. X, Mar., '94, p. 213; description of road (brief), Vol. XI, Souv., '95, p. 47.

Date of information, Mar., 1902. z

LONG BRANCH, N. J.

Population in 1880, 3,833, in 1890, 7,231, in 1900, 8,872.

West End & Long Branch Railway Co.—This road is leased to, and operated by, the Atlantic Coast Electric R. R. Co.

CAPITAL STOCK, $97,500.

PLANT AND EQUIPMENT.—Miles of track, 5.37.

OFFICER.—Pres. John E. Comins.

Date of information, Feb., 1902. b

LONG ISLAND CITY, N. Y.

New York & Queens County Railway Co.—Chartered June 26, 1896, as a consolidation of the Steinway Ry. Co., of Long Island City, the Newtown Ry. Co., the Riker Ave. Ry. Co., the Long Island City & Newtown Ry. Co., and the Flushing & College Point Ry. Co. The company controls the entire street railway system of Long Island City, together with a line to Flushing. Annual meeting third Thursday in July. This company is controlled by the same interests that control the New York and North Shore Ry. Co., of Brooklyn.

Capital Stock, authorized, $2,500,000, issued, $2,241,100; par value, $100 per share.

Funded Debt.—Consolidated mortgage (see note) 4 p. c. gold bonds, authorized, $4,200,000, issued $2,500,000, outstanding, $1,300,000; in escrow, $1,700,000; dated June 29, 1896, due 1946; int. payable April and Oct., at office of Mercantile Trust Co., trustee of mortgage.

PRIOR LIENS.

Steinway Ry. Co.'s first mortgage 6 p. c. gold bonds, $1,500,000; dated 1892, due July 1, 1922.

Newtown Ry. Co.'s first mortgage 5 p. c. bonds, $150,000; dated 1894, due Dec., 1924.

Flushing & College Point Ry. Co.'s first mortgage 5 p. c. bonds, $50,000; dated 1895, due Apr., 1925.

Note.—Within the fiscal year 1898–9 a re-organization of this company occurred wherein the consolidated mortgage of $2,500,000 at 5 p. c. has been decreased to $1,300,000 at 4 p. c. By this re-organization—all papers being on file in the office of the Board of R. R. Commissioners—the floating debt has been eliminated and $125,000 of interest charges have been funded. $1,700,000 of the first mortgage bonds are held in escrow to retire the three prior liens described above.

Franchises.—The franchises are for 999 years, and no burdensome conditions are attached. The company is not required to pave or keep in repair any portion of the streets through which its lines run. The company's lines occupy all the principal streets in Long Island City, and connect (exclusively) with the two ferries to New York, and with the Brooklyn street railway system.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass	$404,459	$408,949	$423,017	$462,844	$489,018
" other sources	68,013	28,808	3,379	5,603	5,283
" total	472,472	437,757	426,396	468,447	494,301
Operating expenses	232,408	251,278	242,923	250,505	265,336
Earnings from operation	240,064	186,479	183,473	217,942	228,965
Deductions from earnings.					
Interest	200,000	238,095	‡115,407	112,729	153,740
Taxes	15,948	16,750	16,876	30,000	20,000
Net income	24,117	†68,366	51,190	75,213	55,225
Total surplus	25,647	†52,625	†1,435	74,972	130,196

† Deficit.

‡ In addition to $125,000 interest funded by reorganization.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$40,051	$37,624	$44,893	$54,866
Maint. of way and buildings	18,699	27,759	25,349	15,765
" " equipment	29,873	29,036	31,920	33,350
Transportation expenses	162,665	148,504	148,343	161,356
Total	$251,278	$242,923	$250,505	$265,336

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Rev. passengers carried	8,419,446	8,651,987	9,545,652	10,064,392
Transfer " "		1,220,963	1,401,981	1,523,587
Car miles run	2,372,900	2,277,658	2,340,312	2,484,639
Total rcpts. per car mile	$.189	$.187	$.200	$.199
Op. exp. per car mile	.106	.106	.107	.107

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	*1900.	1901.
Cost of road & equipment	$6,411,227	$5,148,236	$5,410,833	$5,547,140
Cash assets	1,937	305,633	18,406	53,628
Supplies on hand	26,382	12,500	34,717	16 246
Permanent investments	739,402			
Stock uncalled for		92,800		
Open accounts	22,819	12,113	12,278	8,575
Prepaid insurance			725	706
Profit and loss (deficit)	52,625			
Total	$7,254,392	$5,571,282	$5,476,959	$5,626,295
LIABILITIES.				
Capital stock	$2,150,000	$2,223,100	$2,221.100	$2,242.100
Funded debt	3,700,000	3,000,000	3,000,000	3,000,000
Special loans	1,120,000		1,200	66,200
Bills payable	191,728	114,085		
Open accounts	6,447		44,836	
Accrued interest & taxes	42,663	98,363	62,603	122,896
Accounts payable	29,584	28,934	58,248	50,903
Real estate mortgage	14,000	14,000	14,000	14,000
Due stockholders		92,800		
Profit and loss (surplus)			74,972	130,195
Total	$7,254,392	$5,571,282	$5,476,959	$5,626,295

* See note in opening paragraph.

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 65.22; gauge, 4 ft. 8½ in.; 75 lb. and 93 lb. girder rail; 203 motor cars, 30 trail cars and 21 miscellaneous cars; 2,000 H. P. station plant; Cooper-Corliss engines, B. & W. boilers, Gen. Elec. dynamos and motors.

Officers.—Pres. W. H. Shelmerdine, Philadelphia; V. Pres. & Gen. Man. J. R. Beetem, Sec. & Treas. I. M. Tritt.

Directors.—W. H. Shelmerdine, E. J. Matthews, James M. Gregg, Philadelphia; C. D. Simpson, Scranton; R. T. McCabe, New York City; Frank P. Maize, J. R. Beetem, C. G. Fitch, Wm. E. Stewart, Long Island City.

General Office, 9 Borden Ave., Long Island City.

Power Station, Astoria, L. I.

Reference.—NEW YORK & QUEENS COUNTY R. T. Co.—Reorganization, Vol. XIII, May, '97, p. 320.

Date of information, Mar., 1902. z

Northport Traction Co.—This road is now under construction.

Plant and Equipment.—Miles of track (electric), 3; 4 cars.

Officers.—Pres. W. H. Baldwin, Jr., Sec. & Treas. F. E. Hoff, Pur. Agt. H. B. Hodges, Supt. W. F. Potter, Ch. Engr. P. D. Ford, Ch. Elecn. L. S. Wells, M. M. P. Wallis.

Date of information, Nov., 1901. z

LONGVIEW, TEX.

Population in 1880, 1,525, in 1890, 2,034, in 1900, 4,695.

Longview & Junction Street Railway.

CAPITAL STOCK, authorized, $5,000, issued, $4,500; par value, $25 per share.

FUNDED DEBT.—None.

DIVIDENDS.—In 1894, 12 p. c.; in 1895, 8 p. c.; in 1896, 9 p. c.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 16 lb. rail; 4 horses, 2 cars.

OFFICERS.—Pres. & Gen. Man. C. A. Foster, Sec. Treas. & Pur. Agt. J. W. Yates.

Date of information, Jan., 1902. d

LORAIN, O.

Population in 1880, 1,595; in 1890, 4,863; in 1900, 16,028.

Lorain Street Railway Co.—Chartered in 1894, for 25 years. The road commenced operation on Sept. 16, 1894, and connects Lorain and Elyria. In 1900 the road was practically rebuilt.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $550,000; dated Nov. 1, 1899, due 1949; denom. $1,000; int. payable May and Nov., at office of the Guaranty Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1899.	1900.
Total receipts	$54,628	$48,635	$98,901	$92,482
Operating expenses	32,666	35,982	46,595	54,229
Earnings from operation	21,962	12,653	52,206	38,253

BALANCE SHEET.—Dated Aug. 31, 1900.

Assets.		Liabilities.	
Cost of road & equip.	$1,687,892	Capital stock	$750,000
Other assets	22,173	Funded debt	521,000
		Bills & accounts payable	46,490
		Profit and loss (surplus)	392,575
Total	$1,710,065	Total	$1,710,065

PLANT AND EQUIPMENT.—Miles of track (electric), 11.6; gauge, 4 ft. 8½ in.; 70 lb. T and 85 lb. girder rail; 23 motor cars; Buckeye and Straight Line engines, S. & H. and Gen. Elec. dynamos, Steel motors, American, Kuhlman and Stephenson cars.

OFFICERS.—Pres. Pierre S. du Pont, Sec. & Treas. W. A. Donaldson, Gen. Man. & Pur. Agt. T. C. Cherry, Supt. F. M. Zimmerman, Ch. Engr. E. J. Fuller, Elecn. C. P. Orth.

DIRECTORS.—P. S. du Pont, Tom L. Johnson, A. J. Moxham, W. A. Donaldson, C. L. Allen.

GENERAL OFFICE, Lorain, O.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, Mar., 1902. z

LOS ANGELES, CAL.

Population in 1880, 11,183; in 1890, 50,395; in 1900, 102,479.

Los Angeles Railway Co.—Chartered Mar. 20, 1895, by the bondholders of the Los Angeles Consolidated Electric Ry. Co., as a successor to that company, which was a consolidation in 1893 of the Consolidated Electric Ry. Co., Electric Rapid Transit Co., Mateo St. & Santa Fé Ave. St. Car Co., Los Angeles & Vernon St. Ry. Co., Depot Ry. Co. of Los Angeles, Los Angeles Cable Ry. Co., Pacific Ry. Co., Elysian Park Ry. Co. On Oct. 1, 1898, the Main Street & Agricultural Park R. R. Co., the Mateo St. R.R. Co., and the Main, Fifth & San Pedro St. Ry. Co. were also consolidated with this company. In 1899, in consideration of a guarantee of its bonds, the stock of the Los Angeles & Pasadena Electric Ry. Co., was acquired and in June 1900, the Pasadena & Mt. Lowe Ry. was also acquired by this company. In Feb., 1902, it was announced that the Pacific Electric Ry. Co. had secured control of this road.

Capital Stock, authorized and issued, $5,000,000.

Funded Debt.—Consolidation mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,159,000; coupon but may be registered; dated Oct. 1, 1898, due 1938; denom. $1,000; int. payable Apr. & Oct. at company's office in San Francisco; trustee of mortgage Union Trust Co. of San Francisco.

Plant and Equipment.—Miles of track (electric), 94.36; gauge, 3 ft. 6 in.; 50 lb. and 60 lb. T and girder rail; 198 cars, of which 143 are motor cars and 55 trail cars; 3,250 H. P. station plant; G. S. & M. I. W. engines, Stirling boilers, Gen. Elec. & West. dynamos and motors, Brill, Stockton, C. H. & A. and St. Louis cars.

Officers.—Pres. H. E. Huntington, V. Pres. Ch. de Guigné, Sec. E. B. Holladay, Treas. I. W. Hellman, Audr. C. A. Henderson, Gen. Man. Epps Randolph, Supt. John J. Akin, Ch. Engr. G. E. Pillsbury, Ch. Elecn. S. H. Anderson, Mast. Mech. A. E. Hathaway, Supt. Power House J. R. Atchison.

Directors.—A. Borel, H. E. Huntington, I. W. Hellman, Ch. de Guigne, E. Burke Holliday, J. A. Muir, Howard E. Huntington.

General Office, cor. 6th St. and Central Ave., Los Angeles, Cal.

References.—PACIFIC RY. CO.—Sale, Vol. IX, Nov., '93, p. 777; Description of road, Vol. IX, Aug., '93, p. 525 (ill.). LOS ANGELES CONSOLIDATED ELECTRIC RY. CO.—Description of road. Vol. VII. Dec., '91, p. 661 (ill.); Vol. IX, July, '93, p. 464 (ill.). LOS ANGELES CABLE RY. CO.—Description, Vol. VI, Mar., '90, p. 97 (ill.). MAIN STREET & AGRICULTURAL PARK R. R. CO.—Short description of road Vol. IX, Aug. '93, p. 529. LOS ANGELES RY. CO.—Reorganization, Vol. XI, May, '95, p. 340; description of parks (brief), Vol. XIII, Mar., '97. p. 152; description of road and operating methods, Vol. XIV, June, '98, p. 303 (ill.); description of road. Vol. XVII, June 1, '01, p. 642 (ill.).

Date of information, Mar., 1902. d x

Los Angeles-Pacific Railroad Co.—This company is a consolidation under the laws of California of the Pasadena & Pacific Ry. Co. of Arizona, and the Pasadena & Pacific Ry. Co. of California; two corporations with bond issues of $400,000 and $350,000 respectively.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage bonds, authorized, $1,000,000, issued, $750,000; held in treasury, $250,000 (see Note).

Note.—Of the new issue of stock, $750,000 was used to refund the underlying bonds mentioned above, and of the bond issue, $750,000 have been sold and $250,000 are held in treasury for future extensions and betterments.

Plant and Equipment.—Miles of track, 72, electric 59½, steam 7, horse 5½; gauge, 3 ft. 6 in.; 40 lb. to 60 lb. T rail; 60 cars, of which 25 are motor cars with West. motors, 10 are Pullman coaches and 25 miscellaneous cars; 2 locomotives; West. generators, Ball & Wood engines, Brill and Pullman cars.

Officers.—Pres. & Gen. Man. E. P. Clark, V. Pres. M. H. Sherman, Sec. A. I.Smith, Treas. M. E. Hammond, Supt. W. D. Larrabee, Elecn. L. B. Pemberton.

General Office, 222 W. 4th St., Los Angeles, Cal.

Date of information, Jan., 1902. d

Temple Street Cable Railway Co.—Chartered Oct. 31, 1885, for 30 years. This road is now a part of the system of the Pacific Electric Ry. Co.

Plant and Equipment.—Miles of main line, 3, of second track, 1.75, total track (cable), 5.5; gauge, 3 ft. 6 in.; 38 lb. girder rail; 21 cars, of which 11 are grip cars and 10 trail cars; Union engines, Stephenson cars.

General Office, 226 S. Spring St., Los Angeles, Cal.

References.—Description of road, Vol. VI, Sept., '90, p. 409 (ill.); Vol. IX, Aug., '93, p. 528 (ill.).

Date of information, Mar., 1902. z

Los Angeles Traction Co.—Chartered Feb. 25, 1895. Annual meeting in Feb. Operation commenced Sept. 1, 1895.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated May 1, 1895, due 1915; denom. $1,000; int. payable May and Nov., at Chase National Bank, New York; Union Trust Co., of St. Louis, trustee of mortgage.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Dec. 1, 1898, due 1938; denom. $1,000;

int. payable June and Dec., at Chase National Bank, New York; St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 26; gauge, 3 ft. 5 in.; 60 lb. and 70 lb. Shanghai rail; 46 cars, of which 40 are motor cars and 6 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith cars.

Officers.—Pres. T. J. Hook, Sec. Marcus Hook, Gen. Man. W. S. Hook.

General Office, Los Angeles, Cal.

Date of information, Jan,. 1902. d

Pacific Electric Railway Co.—On Feb. 25, 1902, it was officially announced that this company had acquired the railroads and property of the Los Angeles & Pasadena Electric Ry. Co., the Los Angeles Ry. Co., and the Pacific Electric Ry. Co. of Arizona, and entered into possession thereof, and the above mentioned railroads hereafter will be operated in the name, under the control and as a part of the system of railroads of this company.

Capital Stock, authorized, $10,000,000; par value, $100 per share.

Funded Debt, authorized, $10,000,000, issued, none.

Plant and Equipment.—Miles of track (electric) built or building, 452.

Officers.—Pres. H. E. Huntington, V. Pres. & Man. Epps Randolph, Treas. J. W. Hellman.

Date of information, Mar., 1902. d x

LOUISVILLE, KY.

Population in 1880, 123,758; in 1890, 161,129; in 1900, 204,731.

Louisville Railway Co.—Chartered Apr. 9, 1893, for 99 years. Annual meeting third Wednesday in Feb. This is a consolidation of the following companies: Louisville City Ry. Co., Central Passenger R. R. Co., Kentucky Street Ry. Co., Beargrass Ry. Co. and Crescent Hill Ry. Co. This company owns and operates the entire street railway system of Louisville.

Capital Stock.—Common stock, authorized and issued $3,500,000, par value, $100 per share.

5 p. c. cumulative preferred stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt. $6,349,300, as follows:

First consolidated mortgage 5 p. c., gold coupon bonds, authorized, $6,000,000, issued, $5,187,000; dated July 1, 1890, due 1930; denom. $1,000; int. payable Jan. and July in Louisville and New York (Seligman & Co.); trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Second consolidated mortgage 4½ p. c. gold bonds, authorized, $2,000,000, for improvements and betterments only, to be issued at rate of $200,000 per year; issued 1900, $150,000, 1901, $200,000, 1902, $250,000; dated Mar. 1, 1900.

PRIOR LIENS.

The company has reserved $839,300 of the first consolidated mortgage bonds to retire the prior liens, as follows:

6 p. c. mortgage bonds Louisville City Ry. Co., original issue and now outstanding, $514,300; dated July 1884, due 1909; denom. $50 and upwards; int. payable Jan. and July, at office of Louisville Trust & Safety Vault Co., trustee of mortgage.

First mortgage 6 p. c. bonds Central Passenger Ry. Co., authorized $400,000, now outstanding, $60,000; dated Nov., 1883, due 1902, denom. $1,000; int. payable May and Nov. in Louisville; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville.

6 p. c. mortgage bonds Central Passenger Ry. Co., authorized, $400,000, now outstanding, $238,000; dated Nov., 1888, due 1908; denom. $1,000; int. payable May and Nov., in Louisville; trustee of mortgage Louisville Safety Vault & Trust Co.

Franchises.—The franchises for a part of the system are granted for 99 years from 1893, the balance are granted without time limit.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Total receipts..	$1,238,042	$1,297,394	$1,436,828	$1,520,514	$1,617,059
Operating exp. includ. taxes.	722,626	838,574	954,573	938,171	1,024,034
Earn. from op.	515,416	458,820	482,255	582,343	593,022
Ded from earn. Int. on bonds	310,361	309,545	308,500	314,090	320,934
Net income ...	205,055	149,275	173,755	268,253	372,088
Dividends paid	200,000	146,875	171,667	265,000	265,000
" acc.	3,125				
To surplus acc.	1,930	2,400	2,088	3,253	107,088
Total surp. ac't	661,868				

Note.—Taxes, 1897, $81,700; 1898, $120,000; 1899, $133,000; 1901, $128,500.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment....	$12,557,162	$12,747,304	$12,935,067
Other permanent investments..	95,843	41,108	40,928
Cash and current assets.....	259,650	292,906	337,972
Total.....	$12,912,655	$13,081,318	$13,313,967
LIABILITIES.			
Capital stock.....	$ 6,000,000	$6,000,000	$ 6,000,000
Funded debt.....	5,999,300	6,149,300	6,349,300
Unfunded and current liabilities	330,259	339,054	366,982
Profit and loss (surplus).....	583,096	592,964	597,685
Total.....	$12,912,655	$13,081,318	$13,313,967

Plant and Equipment.—Miles of track, 140; operated by electricity 137, by horses 3; gauge, 5 ft.; 100 miles 78 lb. and 100 lb. girder rail construction, 30 miles T rail construction, 10 miles miscellaneous construction; 86 horses, 610 cars, of which 413 are motor cars and 197 trail cars; 6,000 H. P. engines, Allis, Ball and Williams engines, Gen. Elec. dynamos and motors.

Officers.—Pres. & Gen. Man. T. J. Minary, V. Pres. St. John Boyle, Sec. & Treas. Samuel G. Boyle, Supt. T. J. Funk, Ch. Engr. of Power Station F. H. Miller.

Directors.—Alex. H. Davis, Syracuse, N. Y.; H. H. Littell, Buffalo, N. Y.; J. B. Speed, St. John Boyle, Harry Bishop, Attilla Cox, J. W. Gaulbert, T. J. Minary, John Stites.

General Office, 12th and Jefferson Sts.

References.—Description of road, Vol. VII, Jan., '91, p. 4 (ill.) Vol. X, Souv., '94, p. 56; annual report, Vol. IX, Mar., '93, p. 198; Vol. X, Apr., '94, p. 275; Vol. X, June, '94, p. 411; description of road (brief), Vol. X, Souv., Oct.. '94, p. 55; description of engine, Vol. XV, Jan., '99, p. 8 (ill.).

Date of information, Mar., 1902. z

Kentucky & Indiana Bridge & Railroad Co.

Plant and Equipment.—Miles of track (electric), 3.1; 13 cars; power leased.

Officers.—Pres. W. H. McDoel, Chicago, Ill.; V. Pres. Wm. M. Greene, Cincinnati, O.; Sec. & Treas. H. W. Heazlitt, Louisville, Ky.; Man. & Pur. Agt. B. S. Josselyn, Mast. Mech. John Newhouse.

General Office, 29th and High Sts., Louisville, Ky.

Date of information, Mar., 1902. z

LOWELL, MASS.

Population in 1880, 59,475, in 1890, 77,696, in 1900, 94,969.

Lowell & Suburban Street Railway Co.—Chartered May 1, 1891. Annual meeting third Thursday in Oct. This is a consolidation of the Lowell Horse R. R. Co. (inc. 1863) and the Lowell & Dracut Street Ry. Co. (inc. 1887). On July 1, 1900, the Nashua St. Ry. Co. was leased to this company, which, on Nov. 21, 1900, was itself consolidated with the Lowell, Lawrence & Haverhill St. Ry. Co., and is now a part of the Boston & Northern Street Ry. system, the capital stock of all the companies being controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued. $1,200,000; par value, $100 per share.

Funded Debt.—See Boston & Northern Street Ry. Co., Boston, Mass.

Dividends.—The company has paid regular 6 p. c. dividends upon its stock since 1884 and 7 p. c. in 1900.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	Nov. 21, 1900.
Rects from. pass...	$369,504	$380,178	$405,651	$453,976	$ 69,205
" other sources	12,300	9,771	12,597	18,954	1,187
" total.....	381,804	389,949	418,248	472,930	70,392
Operating expenses	234,301	238,059	234,376	260,232	49,542
E'rn'gs from op'n..	147,503	151,890	183,872	212,698	20,851
Deduct. from earn.					
Int. on bonds....	50,000	50,000	50,000	50,000	7,083
Int. floating debt.	24,070	19,375	13,872	7,131	1,062
Taxes.....	13,585	14,984	27,237	31,404	3,582
Dep'n and renew.	42,424	28,303	12,846	31,861	8,490
Net income.....	17,424	39,228	79,917	92,302	635
*Total income.....	50,124				
Div. paid	48,000	54,000	60,000	77,000	42,000
To surplus account.	2,124	‡14,772	19,917	15,302	†41,365
Total surplus acct..	52,338	37,566	43,641	88,224	
P. c. op. ex. to total receipts.....	61.4	61.0	56.0	75.5	70.4
Stock rec'g divs....	800,000	900,000	1,000,000	1,000,000 / 1,200,000	

*1897. Includes premium $30,000 from sale of 2000 shares stock at $115 and bonus for building, extra $2,700.

‡From surplus account. †Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	Nov 21, 1900.
General expenses	$ 34,964	$ 36,095	$ 30,609	$ 46,225	$ 10,246
Main. of way and bldgs.	26,270	32,555	31,681	27,847	4,623
" of equip.	19,612	24,888	27,709	26,896	5,079
Transportation exps.	153,454	144,521	144,377	159,264	29,593
Total	$234,301	$238,059	$234,376	$260,232	$ 49,542

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	Nov. 21, 1900.
Pass. carried	7,439,195	7,679,147	8,190,103	9,145,957	1,255,056
Car miles run	1,776,205	1,938,352	1,939,163	2,031,777	298,945
Total receipts per car mile	$.212	$.200	$.215	$.183	$.235
Op. exp. per car mile.	.131	.123	.121	.099	.166

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$1,204,302	$1,255,255	$1,279,249	$1,331,090
" equipment	324,954	332,721	339,830	349,373
Land, bldgs. and mach'y.	584,834	582,693	745,312	722,907
Cash and current assets.	68,849	20,300	77 660	34,599
Other perm. invest's.	158,367	160,439		
Bills and acc'ts receivable		13,200		
Material and supplies		48,252	45,166	52,431
Other assets	71,798	6,544		
Total	$2,413,104	$2,420,404	$2,487,217	$2,490,400
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,200,000
Subscription to cap. stk.			101,185	
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Bills payable	341,404	361,618	296,772	156,430
Special funds	2.695	4,553	10,000	20,000
Accrued interest	16,667	16,667	35,619	25,746
Profit and loss (surplus)	52,338	37,566	43,641	88,224
Total	$2,413,104	$2,420,404	$2,487,217	$2,490,400

Plant and Equipment.—Miles of track (electric), 80.15; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 9 horses, 122 motor cars and 22 trail cars; 3,650 H. P. station plant; Cooper engines, Gen. Elec. dynamos and motors, S. & W. Cahall boilers, Brill, Jones, Newburyport and Stephenson cars; Bemis, Brill and Taylor trucks.

Officers.—Pres. E. M. Tucke, V. Pres. August Fels, Sec. P. F. Sullivan, Treas. Percy Parker, Audr. D. D. Bartlett, Gen. Man. Elwin C. Foster, Gen. Supt. Franklin Woodman, Ch. Engr. Daniel Hart, Elecn. Chas. F. Bancroft.

Directors.—E. M. Tucke, August Fels, Percy Parker, Thos. Costello, E. A. Smith, Miles F. Brennan, M. S. Bernheimer, John Lennon, P. F. Sullivan.

General Office, Merrimack Sq., Lowell, Mass.

References.—Description of road, Vol. VII, Dec., '91, p. 683 (ill); annual report, Vol. X, Jan., '94, p. 78; flywheel accident, Vol. IX, Apr., '93, p. 208 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 149; pleasure park, Vol. XIII, June, '97, p. 348.

Date of information, Feb., 1902. b z

Reading & Lowell Street Railway Co.—Chartered Sept. 10, 1895. This road commenced operation in Dec., 1895. On Dec. 31, 1899, this company was consolidated with the Wakefield & Stoneham St. Ry. Co. which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co., which is now a part of the Boston & Northern Street Ry. system. The capital stock of all the companies is controlled by the Massachusetts Electric Companies.

Capital Stock, authorized and issued, $100,000; par value, $100 per share.

Operation. 9½ mos. ending Sept. 30, 1896.	Year ending Sept. 30, 1897.	1898.	1899.	3 mos. end. Dec. 31, 1899.
Receipts from pass'gs.	$17,191	$17,374	$16,588	$17,799	$2,955
" other sources.	55	100	151	125	109
" total	17,246	17,474	16,739	17,924	3,064
Operating expenses	13,847	17,373	15,555	20,549	3,945
Earnings from operation.	3,398	101	1,184	*2,625	*881
Deductions from earnings.					
Interest	1,941 *	3,029	3,285	3,755	904
Taxes	1,188	1,155	785	770	227
Net income	269	*4,083	*2,886	*7,150	*2,012
Total surplus		*3,813	*6,699	*13,849	*15,861

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 2,261	$ 1,960	$ 3,067
Maintenance of way and buildings	829	592	1,716
" " equipment	872	1,043	1,764
Transportation expenses	13,410	11,960	14,002
Total	$17,373	$15,555	$20,549

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	346,341	332,530	353,245
Car miles run	158,415	146,373	140,837
Total receipts per car mile	$.110	$.114	$.127
Operating expenses per car mile	.110	.106	.145

Balance Sheet.—Dated Sept. 30, Dec. 31,

ASSETS.	1896.	1897.	1898.	1899.	1899.
Cost of road	$137,444	$138,764	$140,253	$140,381	$140,381
Cost of equipment	14,359	14,535	14,551	14,652	14,652
Cash and current assets	1,692	3,502	2,656	4,051	6,224
Other assets	250	529	529	529	529
Profit and loss (deficit)		3,814	6,699	13,849	15,861
Total	$153,745	$161,144	$164,688	$173,462	$177,647
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Current liabilities	53,476	61,145	64,688	73,284	77,217
Accrued "				178	430
Profit and loss (surplus)	269				
Total	$153,745	$161,144	$164,688	$173,462	$177,647

Plant and Equipment.—Miles of track (electric), 11.98; 7 motor cars.

Officers.—Pres. & Gen. Man. Elwin C. Foster, V. Pres. P. F. Sullivan, Treas. Charles Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

Directors.—Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone, P. F. Sullivan.

General Office, 333 Union St., Lynn, Mass.

Date of information, Feb., 1902. z

LYNCHBURG, VA.

Population in 1880, 15,959, in 1890, 19,709, in 1900, 18,891.

Lynchburg Traction & Light Co.—This is a consolidation of the Lynchburg Electric Ry. & Light Co. and the Lynchburg & Rivermont Street Ry. Co.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. R. D. Apperson, Sec. & Treas. F. H. Shelton, Supt. D. C. Frost, Ch. Engr. A. J. Kohler, Ch. Elecn. A. N. Anderson.

GENERAL OFFICE, Lynchburg, Va.

POWER STATION, Blackwater Creek and James River.

Date of information, Nov., 1901. d

Lynchburg Electric Railway & Light Co.—Chartered, Feb. 2, 1892 in perpetuity. Municipal franchise granted Oct. 7, 1898, for 40 years. Annual meeting in January. This road has been consolidated with the Lynchburg & Rivermont Street Ry. Co. to form the Lynchburg Traction & Light Co.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $150,000: dated Nov. 1, 1898, due 1934; denom. $1,000; int. payable Jan. and July at office of State Trust Co., of New York, trustee of mortgage.

Treasury bonds issued for reconstruction and re-equipment.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 17 motor cars. The whole system has now been reconstructed.

GENERAL OFFICE, Park Ave., Lynchburg, Va.

Date of information, Dec., 1901. d

Lynchburg & Rivermont Street Railway Co.—This company owns and operates a complete electric lighting plant, and holds contract for lighting city which has seven years to run from Jan. 1, 1899. This road has been consolidated with the Lynchburg Electric Ry. & Light Co. to form the Lynchburg Traction & Light Co.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—*First mortgage 5 p. c. gold bonds, authorized and issued $19,500, covering light and railway properties; dated, June 30, 1898, due 1931; int. payable Jan. and July, at office of National Exchange Bank, Lynchburg, Va.; trustees of mortgage, Blackford & Kirkpatrick.

Second mortgage bonds authorized and issued, $30,500.

* NOTE.—All previously outstanding bonds were cancelled upon the issue of this mortgage.

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T and girder rail; 16 motor cars; Russell and Green engines, Gen. Elec. and West. dynamos and motors, L. & F., Brill and St. Louis cars.

GENERAL OFFICE, 912 Church St., Lynchburgh, Va.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 663.

Date of information, Dec., 1901. d

MACON, GA.

Population in 1880, 12,749, in 1890, 22,746, in 1900, 23,272.

Macon Consolidated Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. refunding coupon gold bonds, authorized, $350,000, issued, $350,000; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable Mar. and Sept. at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$69,117	$73,217	$78,987	$94,849	$95,646
" other sources	5,605	5,547	5,724	5,530	5,543
" total	74,722	78,764	84,711	100,379	101,190
Operating expenses	53,499	50,688	58,039	69,442	70,827
Earnings from operation	21,223	28,076	26,672	30,937	30,362
Deductions from earnings.					
Interest on bonds	20,460	17,250	17,993	17,275	1,750
Interest on floating debt.		123	386	3,720	1,847
Taxes	3,123	3,900	3,900	3,900	3,900
Net income	*2,360	6,803	4,383	34,042	7,115
Dividends paid					
To surplus account		3,593	4,393	6,042	7,115
Total surplus account	25,571	29,164	33,557	34,042	28,477
P. c. op. exp. to total receipts.	71.6	63.3	68.5	68.9	70.0

*Deficit.

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$502,342	$516,349	$520,324	$527,301
Cost of equipment	317,881	318,740	315,663	322,428
Other permanent investments	72,188	78,510	75,415	68,305
Cash	6,010	3,071	4,439	935
Bills and accounts receivable	5,303	2,654	3,858	8,592
Total	$903,724	$919,524	$919.699	$927,561
LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Funded debt	345,000	350,000	350,000	350,000
Bills and accounts payable	29,560	35,767	35,657	49,084
Profit and loss (surplus)	29,164	33,557	34,042	28,477
Total	$903,724	$919,324	$919,699	$927,561

PLANT AND EQUIPMENT.—Miles of track (electric), 20.5; gauge, 4 ft. 8½ in.; 30 lb. to 45 lb. T rail; 34 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. P. L. Saltonstall, Sec. H. E. Boothby, Treas. S. R. Anthony, Man., Pur. Agt. & Supt. E. E. Winters, Elecn. B. M. Bell.

DIRECTORS.—S. Reed Anthony, P. L. Saltonstall, S. F. Kelley, E. E. Winters, A. L. Miller.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Mar., 1902. z

Macon Electric Light & Railway Co.—Chartered in 1898 as the successor to the Macon & Indian Spring Electric Street Ry. Co. In May, 1898, this company acquired at foreclosure sale the electric light plant of the Macon Gas Light & Water Co.

CAPITAL STOCK, $100,000,

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated Jan. 1, 1899, due 1929, denom. $500; coupon, but may be registered; int. payable at office of Bowling Green Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 30 lb., 40 lb. and 70 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, American and Lamokin cars.

OFFICERS.—Pres. & Gen. Man. T. J. Carling, Sec. Treas. & Park Man. J. H. Hertz, Supt. & Elecn. J. T. Nyhan, Ch. Engr. J. T. Mowrer.

GENERAL OFFICE, Macon, Ga.

REFERENCE.—Description of park, Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1902. z

McKEESPORT, PA.

Population in 1880, 8,212, in 1890, 20,741.

McKeesport, Wilmerding & Duquesne Railway Co.—Chartered Mar. 3, 1898. This company purchased at receiver's sale, by trustee, Aug. 4, 1897, the property of the McKeesport, Duquesne & Wilmerding Ry. Co., which was chartered Aug. 10, 1892, and is now a part of the system of the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT, issued, $76,500.

OPERATION.—Year ending June 30,

	1897.	1898.	6 mos. ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Gross receipts	$52,376	$20,770	$60,634	$90,848	$44,807
Operating expenses	43,231	16,915	51,689	70,977	36,470
Earnings from operation.	9,145	3,855	8,945	19,871	8,337
Deductions fr. earnings..	23,853	2,876	7,196	31,424	
Taxes					2,334
Int. on funded debt..					2,295
Other expenses					8,990
Net income	*14,708	979	1,749	*11,553	*5,282

*Deficit.

Passengers carried in 1901, 976,912.

BALANCE SHEET.—Dated June 30.

ASSETS.	1898.	1899.	1900.	1901.
Roads purchased	$38,886	$506,112	$502,602	$599,051
New construction	3,226			
Cost of equipment	1,138	19,903	23,953	24,424
Real estate		46,629	58,647	
Bills and accts. receiv..			14,580	11,142
Cash	895	164		854
Other assets	5,334	50		
Profit and loss (deficit)..			6,521	11,802
Total	$399,479	$572,858	$606,303	$647,273
LIABILITIES.				
Capital stock	$350,000	$350,000	$350,000	$350,000
Funded debt	41,500	76,500	76,500	76,500
Unfunded debt	7,000	124,114	179,803	
Mortgage payable				33,900
Accounts "				3,557
Bills "				181,800
Other liabilities		17,212		1,516
Profit and loss (surplus).	979	5,032		
Total	$399,479	$572,858	$606,303	$647,273

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 5 ft. 2½ in.; 45 lb. to 90 lb. T and Girder rail; 13 motor cars; Russell engines, West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. E. C. Converse, V. Pres. J. S. Kuhn, Sec. & Treas. J. B. Van Waggener, Gen. Man. Supt. & Pur. Agt. M. E. McCaskey, Ch. Engr. M. French, Elecn. A. W. Hargebt.

DIRECTORS.—J. S. Kuhn, Geo. Sheppard, Horace Crosby, Wm. B. Rodgers, W. S. Kuhn, J. L. D. Speer, E. C. Converse.

Date of information, Aug., 1901. b

McKeesport & Youghiogheny Street Railway Co.—Chartered Oct. 30, 1899. This company is a consolidation effected about Feb. 1, 1899, of the Versailles Traction Co. and the Youghiogheny Valley Passenger Ry. Co., and is now a part of the system of the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds; authorized, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.09; gauge, 5 ft. 2½ in.; 60 lb. and 90 lb. T and girder rail; 9 motor cars; West. dynamos, New Castle cars.

OFFICERS.—Pres. E. P. Douglass, V. Pres. R. J. Stoney, Sec. T. C. Pitcairn, Treas. R. J. Stoney, Jr., Gen. Man. Supt. & Pur. Agt. E. W. Davis, Elecn. W. W. Hall.

DIRECTORS.—R. J. Stoney, Jr., H. H. Swaney, E. P. Douglass, T. C. Pitcairn, R. V. Pitcairn, Albert Pitcairn.

GENERAL OFFICE, 507 Locust St., McKeesport, Pa.

Date of information, Jan., 1901. b

MADISON, IND.

Population in 1880, 8,945, in 1890, 8,936, in 1900, 7,831.

Madison Light & Railway Co.—This company is the successor, by purchase, to the Madison Street Ry. Co.

CAPITAL STOCK, authorized, and issued, $75,000.

FUNDED DEBT, issued, $48,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 4 motor cars, St. Louis cars.

OFFICERS.—Pres. A. L. Dewar, V. Pres. J. S. Ward, Sec. & Gen Man. C. R. Johnson, Jr., Ch. Engr. of Power Station B. Laidley.

GENERAL OFFICE, Madison, Ind.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. d

MADISON, WIS.

Population in 1880, 10,324, in 1890, 13,426, in 1900, 19,167.

Madison Traction Co.—Chartered Feb. 15, 1898. Annual meeting second Tuesday in May. This company is the successor to the Madison Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $200,000; dated Sept. 1, 1901, due 1926; denom. $500; int. payable Mar. and Sept., at office of Milwaukee Trust Co., Milwaukee, Wis., trustee of mortgage.

OPERATION.—Period of	6 mos. ending Feb. 28, 1902.
Gross receipts	$33,923
Operating expenses	24,045
Earnings from operation	9,878

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 35 cars; Gen. Elec. dynamos and motors, St. Louis and Wells & French cars; rent power.

OFFICERS.—Pres. P. L. Spooner, V. Pres. & Gen. Man. F. W. Oakley, Sec. & Treas. Wayne Ramsey, Supt. G. H. Shaw, Elecn. Matthew Stumpf.

DIRECTORS.—P. L. Spooner, F. W. Oakley, Wayne Ramsay, C. B. Welton, O. C. Fuller.

GENERAL OFFICE, Madison, Dane Co., Wis.

REFERENCE.—Description of road, Vol. IX, Mar., '93, p. 151 (ill.).

Date of information, Mar., 1902. z

MAHANOY CITY, PA.

Population in 1880, 7,181, in 1890, 11,286, in 1900, 13,504.

Lakeside Railway Co.—Chartered Jan., 1893, in perpetuity. This property is leased to and operated by the Schuylkill Traction Co., of Girardville, Pa.

GENERAL OFFICE, Mahanoy City, Pa.

Date of information, Jan., 1902. z

MANCHESTER, N. H.

Population in 1880, 32,630, in 1890, 44,126, in 1900, 56,987.

Manchester Street Railway.—Chartered July 20, 1876, in perpetuity. In July, 1900, an extension to Goffstown, 8 miles, was placed in operation. The capital stock of this company is now controlled by the Manchester Traction, Light & Power Co.

CAPITAL STOCK, authorized and issued, $421,000; par value, $100 per share. $50,000 issued since June 30, 1900.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated Jan. 1, 1895, due 1915, but redeemable after Jan. 1, 1905; denom. $500 and $1,000; int. payable Jan. and July, at office of Shoe & Leather Nat'l Bank, of Boston, Mass.; trustee of mortgage, American Loan & Trust Co.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from pass	$158,758	$160,326	$169,022	$206,479
" other sources	127	1,823	3,982	5,659
" total	158,885	162,149	173.004	212,138
Operating expenses	139,309	126,633	138,250	165,246
Earnings from operation	19,576	35,516	34,754	46,892
Deductions from earnings.				
Interest paid	12,577	12,500	12,990	14,343
Taxes	4,068	4,914	5,100	5,100
Net income	2,931	18,102	16,664	27,449
Dividends paid	6,000	13,500	13,600	25,260
To surplus account	*3,069	4,602	3,064	2,189
Depreciation account		20,120	15,643	
Total surplus account	31,161	15,643	3,064	5,280
Per c. op. exp. to total receipts	87.7	78.1	79.9	77.8

* Deficit.

DIVIDENDS, in 1893, 9 p. c.; in 1894, 7½ p. c.; in 1895, 10 p. c.; in 1896, 10 p.c.; in 1897, 9 p.c.; in 1898, 3½ p.c.; in 1899 and 1900, 8 p.c.; in 1901, 6 p. c.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 27,343
Transportation expenses	107,928
Maintenance of way and buildings	12,387
Maintenance of equipment	17,588
Total	$165,240

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	3,817,308	3,872,330	4,038,962	4,881,223
Car miles run	906,492	817,925	742,779	917,603
Total receipts per car mile	$.175	$.202	$.233	$.231
Operating exp. per car mile	.154	.177	.186	.180

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$218,866	$266.245	$382,618	$460,642
" equipment	154,192	112,791	154,051	192,593
Other permanent invests	79,815	85.081	108,652	106,098
Cash and current assets	463	5,840	51,240	12,432
Miscellaneous assets	1,152	604		
Material and supplies	3,792	257		
Total	$458,280	$470,818	$696,561	$771,765
LIABILITIES.				
Capital stock	$170,000	$170,000	$371,000	$421,000
Funded debt	250,000	250,000	250,000	250,000
Unfunded debt		35,345	68.475	94,936
Cur'nt and accrued liabilities.	7,119	1,215	4,022	548
Profit and loss (surp.)	31,161	14,258	3,064	5,280
Total	$458,280	$470,818	$696,561	$771,765

PLANT AND EQUIPMENT.—Miles of track (electric), 32.49; gauge, 4 ft. 8½ in.; 70 lb. and 90 lb. T and girder rail; 70 cars, of which 58 are motor cars and 12 trail cars, 34 other vehicles; Gen. Elec. dynamos and motors, Laconia and Briggs cars; rent power.

OFFICERS.—Pres. W. A. Tucker, Sec. D. A. Taggart, Treas. P. L. Saltonstall, Gen. Man. J. Brodie Smith, Supt. W. E. Maloney.

DIRECTORS.—W. A. Tucker, P. L. Saltonstall, J. Brodie Smith, Jr., Walter M. Parker.

GENERAL OFFICE, 21 Depot St., Manchester, N. H. Treas. office, 53 State St., Boston, Mass.

REFERENCES.—Notes, Vol. VII, July, '91, p. 373 (ill.); description of road (brief), Vol. XII, Apr., '96, p. 223 (ill.); pleasure park, Vol. XIII, June, '97, p. 346.

Date of information, Mar., 1902. z

Manchester Traction, Light & Power Co.—This company was incorporatcd under the laws of New Hampshire on July 25, 1885, as the American Typographic Co. On Mar. 5, 1895, the name was changed to American Manufacturing Co., and on Feb. 13, 1901, to the Manchester Traction, Light & Power Co. On Mar. 16, 1901, this company absorbed the Manchester Electric Light Co., the Merrimac Light, Heat & Power Co., the Manchester Electric Co., and the Union Electric Co., and also acquired control, through ownership of stock, of the Manchester Street Ry. Annual meeting third Wednesday in Sept.

CAPITAL STOCK, authorized and issued, $1,650,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $1,615,000; due Apr. 1, 1921; int. payable Apr. and Oct. A sufficient amount of these bonds is held in reserve to provide for the retirement of $250,000 Manchester Electric Light 5 p. c. bonds, $250,000 Manchester Street Ry. 5 p. c. bonds, and $150,000 Union Electric Co. 6 p. c. bonds.

DIVIDENDS.—July, 1901, 3 p. c.; Jan., 1902, 3 p. c.

OFFICERS.—Pres. W. A. Tucker, Treas. S. Reed Anthony, Gen. Man. J. Brodie Smith.

DIRECTORS.—W. A. Tucker, S. Reed Anthony, J. Brodie Smith, Stillman F. Kelley, G. Byron Chandler, Harry E. Parker, Walter M. Parker, Roger G. Sullivan, Geo. H. Hood, R. H. Hallowell. Billings P. Learned.

GENERAL OFFICE, Manchester, N. H. Boston Office, 53 State St.

Date of information, Mar., 1902. z

MANISTEE, MICH.

Population in 1880, 6,930, in 1890, 12,812, in 1900, 14,260.

Manistee, Filer City & Eastlake Railway Co.—This road connects Manistee with Filer City and the villages of Eastlake, Stronach, Oak Hill and Parkdale. The total population served is approximately 25,000.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1898, due 1918; denom. $500; int. payable Jan. and July, at office of Metropolitan Trust Co., of New York, trustee of mortgage.

Please note date of information at end of each report.

NOTE.—First mortgage bonds are subject to call at 105 in 1903 and thereafter. By the terms of the mortgage, $4,000 shall be drawn by lot at 105, on Jan. 1, 1904, and each year thereafter.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 45 lb. T rail; 32 cars; 1,150 H. P. station plant; Ide engines, Gen. Elec. dynamos and motors, St. Louis, Pullman and American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. G. A. Hart, V. Pres. R. R. Blacker, Sec. G. W. Swigert, Supt. & Ch. Engr. W. E. Daniels.

GENERAL OFFICE, 411 River St., Manistee, Mich.

REFERENCE.—Park, Vol. XVII, June 1, '01, p. 663.

Date of information, Jan., 1902. z

MANITOWOC, WIS.

Population in 1901 (local estimate), 13,500.

Manitowoc & Northern Traction Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

OFFICERS.—Pres. Treas. & Pur. Agt. Thomas Higgins (Neenah, Wis.), V. Pres. H. C. Higgins (Marinette, Wis.), Sec. G. J. Nash, Supt. of Construction, A. W. Lynn.

GENERAL OFFICE, Manitowoc, Wis.

Date of information, Jan., 1902. z

MANSFIELD, O.

Population in 1880, 9,859, in 1890, 13,473, in 1900, 17,640.

Citizens' Electric Railway, Light & Power Co.—This company is a successor to the Mansfield Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $125,000.

FUNDED DEBT.—Mansfield Electric Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $125,000: dated Apr. 1, 1891, due 1911; denom. $100 and $500; int. payable Apr. and Oct., at office of the company; trustee of mortgage, Rush Taggart, New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.3; gauge, 4 ft. 8½ in.; 45 lb. to 60 lb. girder and T rail; 20 motor cars; Buckeye, Cooper and Ellis engines, 1,000 H. P. station plant, Card and West. dynamos and motors, Akron, Brill, Ford and Laclede cars, Fulton trucks.

OFFICERS.—Pres. S. N. Ford, V. Pres. M. D. Harter, Sec. S. G. Cummings, Treas. & Gen. Man. R. Carpenter, Supt. of Ry. A. J. Haycox, Supt. of Light Wm. Raber, Ch. Engr. J. Morgan, Elecn. M. C. Hoard.

GENERAL OFFICE, Power Station, N. Main St., Mansfield, O.

REFERENCE.—Operating detail (brief), Vol. XII, July, '96, p. 414.

Date of information, Jan., 1901. d

Mansfield, Crestline & Galion Railway Co.—This road is under construction.

GENERAL OFFICE, 212 Garfield Bldg., Cleveland, O.

Date of information, Jan., 1902. d

MARCELLUS, N. Y.

Population in 1890, 2,678, in 1900, 2,581.

Marcellus Electric Railroad Co.—Chartered June 4, 1897, to construct an electric Railway from N. Y. Central R. R. station at Marcellus, to Otesco Lake, about 10 miles. This road is still in the hands of the contractors. Annual meeting first Tuesday in June.

CAPITAL STOCK, authorized, $200,000.

OFFICERS.—Pres. F. B. Mills, V. Pres. Edward Moir, Sec. J. M. Moir, Treas. J. M. Seymour.

DIRECTORS.—F. B. Mills, F. B. White, G. L. Wells, Martin Dillon, H. E. Overstreet, W. J. Cooke, Frank Harvey, Edward Moir, J. M. Seymour.

GENERAL OFFICE, Marcellus, N. Y.

Date of information, Dec., 1901. b

MARIETTA, O.

Population in 1880, 5,444, in 1890, 8,273, in 1900 (local estimates), 14,500.

Marietta Electric Co.—Chartered June 1, 1896, for 50 years. Municipal franchises granted Apr. 7, 1896, for 25 years. Annual meeting fourth Tuesday in Jan. In addition to its railway plant, this company has a franchise for the incandescent lighting of the city.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $150,000, issued, $100,000, in escrow, $22,000; dated Apr. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of Metropolitan Trust Co., New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars and 4 trail cars; Buckeye engines, Walker and Stanley dynamos, Walker motors, Barney & Smith cars and trucks.

OFFICERS.—Pres. A. L. Gracey, V. Pres. N. Moore, Sec. J. S. H. Torner, Treas. & Gen. Man. W. H. H. Jett, Ch. Engr. & Elecn. I. O. Alcorn.

DIRECTORS.—A. L. Gracey, N. Moore, John Kaiser, J. S. H. Torner, W. H. H. Jett, I. O. Alcorn, J. S. Simpson, H. W. Craig, George B. Eyssen.

GENERAL OFFICE, 302 Second St., Marietta, O.

POWER STATION, Norwood, O.

Date of information, Jan., 1902. d

MARINETTE, WIS.

Population in 1880, 5,412, in 1890, 11,513, in 1900, 20,651.

Marinette Gas, Electric Light & Street Railway Co.—This road is now consolidated with the Menominee Electric Light, Railway & Power Co.

CAPITAL STOCK, authorized and issued, $115,000.

FUNDED DEBT, authorized, $50,000, issued, $35,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T rail; 10 motor cars and 12 trail cars, Hoffman-Billings Co. engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. F. A. Spies, V. Pres. A. C. Merryman, Sec. G. W. Hanley, Treas. H. H. Brown, Man. Edward Daniell, Elecn. W. L. Gillett, Ch. Engr. of Power Station F. Billings.

GENERAL OFFICE, 1511 Main St., Marinette, Wis.

REFERENCES.—Pleasure park, Vol. XIII, May, '97, p. 289; description of park (brief), XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1902. z

MARION, ILL.

Population in 1900, 2,510.

Coal Belt Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; 10 miles under construction; 6 cars.

OFFICERS.—Pres. & Pur. Agt. F. P. Read, V. Pres. F. S. Peabody, Sec. J. D. Adams, Treas. A. W. Underwood, Man. Dennis Aper, Ch. Engr. E. D. Galusha.

GENERAL OFFICE, 215 Dearborn St., Chicago, Ill.

Date of information, Mar., 1902. z

MARION, IND.

Population in 1880, 1,125, in 1890, 8,769, in 1900, 17,337.

Marion Transit Railway Co.—This road is owned by the Union Traction Co. of Indiana.

CAPITAL STOCK, authorized, $150,000, paid in $60,000; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric) in operation, 5.25; under construction, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 motor cars and 4 trail cars; Ridgway generator, Brownell engine, St. Louis cars.

OFFICERS.—Pres. E. H. Ferree, V. Pres. & Gen. Man. C. W. McGuire, Sec. J. M. Van Osdol, Treas. W. C. Sampson, Ch. Engr. Guy H. Kelsay.

GENERAL OFFICE, 4 Marion Block, Marion, Ind.

Date of information, Feb., 1902. z

MARION, O.

Population in 1880, 3,899, in 1890, 8,327, in 1900, 11,862.

Marion Street Railway Co.—Chartered Apr. 27, 1894.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 9 motor cars and 1 trail car; West. dynamos and motors, Brill and American Car Co.'s cars; rent power.

OFFICERS.—Pres. & Treas. Edward Durfee, V. Pres. Gottfrey Leffler, Sec. Henry Strelitz, Gen. Man. Supt. & Pur. Agt. Wm. P. Jackson.

DIRECTORS.—Gottfrey Leffler, Edward Durfee, G. W. King, Charles Leffler, Henry Strelitz, E. Huber, Fred Haberman.

GENERAL OFFICE, Marion, O.

Date of information, Jan., 1902. z

MARLBOROUGH, MASS.

Population in 1880, 10,127, in 1890, 13,805, in 1900, 13,609.

Marlborough Street Railway Co.—Chartered Mar. 27, 1888, in perpetuity. Annual meeting Jan. 1. This company operates the Framingham, Southborough & Marlborough St. Ry. under a traffic agreement.

CAPITAL STOCK, authorized and issued, $80,000; par value, $100 per share. Dividends payable at First National Bank, of Marlborough.

FUNDED DEBT, first mortgage 6 p. c. gold bonds, $80,000; dated July 1894, due July 1914.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$34,766	$38,855	$53,567	$54,041	$59,103
Operating expenses	26,335	34,927	45,153	38,212	44.506
Earnings from operation	8,431	3,928	8,414	15,829	14,597
Deduc. from earnings					
Interest	5,631	3,780	3,780	3,780	4,020
Interest on floating debt.		1,395	2,836	2,672	3,600
Taxes	1,413	2,022	1,800	2,894	2,947
Special charges		945			70
Net income	1,387	*4,214	*2	6,483	3,960
Total surplus account	4,423	208	206	1,523	5,253

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 4,160	$ 7,062	$ 7,311	$ 4,558	$ 4,396
Transportation expenses	18,609	18,134	27,755	26,610	34,761
Maint. of way and build:	2,463	6,538	4,710	2,832	3,876
" " equipment.	1,104	3,193	5,377	4,312	1,473
Total	$26,335	$34,927	$45,153	$38,312	$44,506

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	718,247	756,465	759,585	766,836	819,797
Car miles run	227,551	223,834	180,974	174,993	176,772
Gross recps. per car mile	$.153	$.174	$.296	$.308	$.334
Operat. exp per car mile.	.116	.156	.249	.219	.252

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$112,790	$120,172	$121,751	$126,874	$131,278
" equipment	32,439	51,549	34,941	33.690	43,593
Other perm. property	40,786	13,716	45,631	45.636	45,778
Cash and current assets.	1,056	2,885	2,445	10,687	6,755
Bills and acts. receiv'le		2.141			
Material and supplies		156			
Other assets	20,913	976	18,461	17,032	16,298
Total	$207,984	$191,595	$223,229	$233,919	$243,703
LIABILITIES.					
Capital stock	$ 80,000	$ 80,000	$ 80,000	$ 80,000	$ 80,000
Funded debt	80,000	80,000	80,000	63,000	80,000
Current liabilities	42,007	47,887	59,403	65,973	72,433
Other liabilities	1,554	500	3,621	6,423	6,017
Profit and loss (surplus).	4,423	208	205	1,523	5,253
Total	$207,984	$191,595	$223,229	$233,919	$243.703

PLANT AND EQUIPMENT.—Miles of track owned (electric), 8.11, operated 15; gauge, 4 ft. 8 in.; 38 lb. to 72 lb. T, and 80 lb. to 90 lb. girder rail; 17 motor cars; Armington & Sims engines, Gen. Elec. dynamos and motors, Briggs, Jones and Shaw cars.

OFFICERS.—Pres. James F. Shaw, Sec. & Treas. Geo. A. Butman, Gen. Man. Supt. & Pur. Agt. A. C. Ralph.

DIRECTORS.—W. S. Reed, E. P. Shaw, Jr., Edward P. Shaw, James F. Shaw, Thomas T. Robinson, S. H. Howe, Geo. A. Butman.

GENERAL OFFICE, 224 Maple St., Marlborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Date of information, Dec., 1901. b

Framingham, Southborough & Marlborough Street Railway Co.—Chartered June 23, 1898. This road is operated under an agreement by the Marlborough St. Ry. Co.

CAPITAL STOCK, authorized and issued, $80,000.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, $60,000; dated Jan. 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1899.	1900.	1901.
Total receipts	$19,688	$24,559	$24,701
Operating expenses	15,301	15,373	16,959
Earnings from operation	4,387	9,186	7,742
Deductions from earnings.			
Interest	2,459	4,125	4,245
Net income	1,928	5,061	3,496
Total surplus account	2,951	8,012	11,509

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$139,535	$142,561	$143,489
" equipment	23,034	24,385	24,447
Cash and current assets	3,985	10,873	4,322
Total	$166,554	$177,819	$172,259
LIABILITIES.			
Capital stock	$ 80,000	$ 80,000	$ 80,000
Funded debt	60,000	60,000	60,000
Current liabilities	22,853	28,800	20,000
Accrued "	750	1,007	750
Profit and loss (surplus.)	2,951	8,012	11,509
Total	$166 554	$177,819	$172,259

PLANT AND EQUIPMENT.—Miles of track (electric), 7.6; gauge 4 ft. 8½ in.; 56 lb. T rail; 8 motor cars.

OFFICERS.—Same as Marlborough Street Ry. Co.

DIRECTORS.—Same as Marlborough Street Ry. Co.

GENERAL OFFICE, 224 Maple St., Marlborough, Mass.

Date of information, Dec., 1901. b

MARQUETTE, MICH.

Population in 1880, 4,690, in 1890, 9,090, in 1900, 10,500.

Marquette City & Presque Isle Railway Co.

CAPITAL STOCK, authorized, $200,000, issued, $123,100.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $75,000; dated Apr. 1, 1900; int. payable, when issued, Apr. and Oct., at office of American Trust and Savings Bank, of Chicago, trustee of mortgage; the proceeds to be used to cancel prior lien of $37,300 and build an extension of five miles of track.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 35 lb. 50 lb. and 70 lb. T and Johnson girder rail; 15 cars, of which 8 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. F. O. Clark, V. Pres. J. E. Sherman, Sec. Treas. & Pur. Agt. M. E. Asire, Supt. & Elecn. A. Mellin, Ch. Engr. of Power Station J. H. Wentz.

Date of information, Mar., 1902. z

MARSHALLTOWN, IA.

Population in 1880, 6 240, in 1890, 9,308, in 1900, 11,544.

Marshalltown Light, Power & Railway Co.—Chartered July 7, 1892, for 50 years. Annual meeting second Tuesday in July. This is a consolidation of the Marshalltown Gas Co., the Marshalltown Electric Co., the Marshalltown Passenger Ry. Co., and the Marshalltown Street Ry. Co.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $150,000, issued, $130,000, in treasury (see Note), $20,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July; trustee of mortgage, Illinois Trust & Savings Bank, of Chicago, Ill.

NOTE.—The unissued mortgage bonds now in the treasury ($20-000) may be issued and sold only for additions and extensions, at 67 p. c. of cost.

FRANCHISES.—Municipal franchises were granted on June 30, 1892, and expire in 1917. They are exclusive for twenty-five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 40 lb. rail; 6 motor cars and 5 trail cars; 480 H. P. engines; St. Louis, Corliss and Ideal engines, Gen. Elec. dynamos and motors, Pullman, Brill and Stephenson cars, McGuire trucks.

OFFICERS.—Pres. C. D. Jones, Independence, Ia.; Sec. S. B. Hovey, Independence, Ia.; Treas. & Supt. M. W. Hovey, Pur. Agts. Jones & Hovey, Ch. Engr. of Power Station Nathan McCoy.

DIRECTORS.—E. A. Hovey, C. D. Jones, S. B. Hovey, G. S. Woodruff, M. W. Hovey.

GENERAL OFFICE, Marshalltown, Ia.

Date of information, Mar., 1902. z

MARTHA'S VINEYARD, MASS.

Martha's Vineyard Street Railway Co.—This company was organized under Special Act of the Massachusetts Legislature, and is authorized to carry freight, mail and express. The road commenced operating on July 16, 1896. In Mar., 1900, this company purchased the Cottage City St. Ry.

CAPITAL STOCK, authorized, $150,000, paid in, $6,742.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$1,286	$1,040	$1,441	$1,514	$1,087
Operating expenses	706	667	956	880	888
Earnings on operation	$580	373	485	634	199
Deductions from earnings	36	524	298	313	167
To surplus account	544	*151	187	321	32
Total surplus	574	422	609	1,170	1,203

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip..	$6,142	$ 6,202	$ 7,590	$ 7,685	$ 7,759
Other permanent invest..		5,000	5,000	5,000	2,500
Cash	615	546	1,580	917	139
Total.....	$6.757	$11,748	$14,170	$13,602	$10,398
LIABILITIES.					
Capital stock.....	$4,943	$ 4,943	$ 6,542	$ 6,742	$ 6,743
Loans and bills payable..	1,241	6,383	7,019	5,000	
Other liabilities.....				690	2,452
Profit and loss (surplus)..	574	422	609	1,170	1,203
Total.....	$6,757	$11.748	$14,170	$13,602	$10,398

PLANT AND EQUIPMENT.—Miles of track (electric), 1.1; gauge, 4 ft. 8½ in.; 2 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Thomas H. McDonnell, Sec. & Treas. Clarence Burgin, Gen. Man. Supt. Pur. Agt. & Elecn. John A. Duggan.

DIRECTORS.—Thomas H. McDonnell, John R. Graham, John F. Merrill, Fred H. Smith, M. H. Curley, John A. Duggan, Clarence Burgin.

GENERAL OFFICE, 145 Hancock St., Quincy.

Date of information, Dec., 1901. b

MARYSVILLE, CAL.

Population in 1880, 4,321, in 1890, 3,936, in 1900, 4,000.

Marysville & Yuba City Street Railroad Co.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in., 16 lb. steel T rail; 14 mules, 5 horse cars; Stockton cars.

OFFICERS.—Pres. Supt. & Pur. Agt. A. C. Bingham, V. Pres. S. H. Bradley, Sec. H. B. P. Carden.

GENERAL OFFICE, cor. D and 1st Sts.

Date of information, Feb., 1901. z

MASON CITY, IOWA.

Population in 1880, 2,510, in 1890, 4,007, in 1900, 6,746.

Mason City & Clear Lake Traction Co.—This road commenced operation July 3, 1897.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000, outstanding, $94,000; int. payable Jan. and July 15, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage; sinking fund of $3,000 yearly, beginning Jan. 15, 1900, at 103.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 cars, of which 6 are motor cars and 10 trail cars; Allis engines, Walker motors, Pullman cars, Peckham trucks.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. W. E. Brice, V. Pres. Sec. & Auditor F. J. Hanlon, Ch. Engr. C. T. Dike, Elecn. Wm. McDaniels, Gen. Pass. & Freight Agt. G. A. Emery.

DIRECTORS.—W. E. Brice, F. J. Hanlon.

GENERAL OFFICE, 308 N. Main St., Mason City, Ia.

REFERENCE.—Operating detail, Vol. XIII, Nov. '97, p. 810.

Date of information, Mar., 1901. z

MASSENA, N. Y.

Population in 1890, 2,740.

The Massena Electric Street Railway Co.—This company was incorporated in Jan., 1899, to construct an electric railway at Massena, St. Lawrence Co., N. Y.

CAPITAL STOCK, issued for property, $8,000; cost of road to June 30, 1901, $8,238.

OFFICERS.—Pres. T. H. Gillespie, 26 Cortlandt St.; V. Pres. Rob't Swan, Massena; Sec. R. A. Johnson.

DIRECTORS.—Thomas H. Gillespie, R. A. Johnson, Robert Walker, Edward M. Dolan, Thomas D. Harris, Willard A. Esselstyn, F. J. Gubelman, H. G. Gillespie, New York City; Robert Swan, Massena.

GENERAL OFFICE, 26 Cortlandt St., N. Y.

Date of information, Dec., 1901. b

MAUCH CHUNK, PA.

Population in 1880, 3,752, in 1890, 4,101, in 1900, 4,029.

Mauch Chunk, Lehighton & Slatington Street Railway Co.—This company is the successor to the Carbon County Electric Ry. Co., and is building a number of new lines in Carbon County, Pa.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT, issued, $208,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$17,083	$15,128	$15,970	$14,857	$12,470
Operating expenses.....	13,760	13,263	13,121	12,542	18,838
Earnings from operation....	3,323	1,865	2,849	2,315	*6,368
Deductions from earnings.					
Interest	2,871	3,090	3,387	3,506	4,395
Taxes.....	288	114	314	944	437
Net income.....	164	*1,339	*852	*2,135	1,200

*Deficit.

Passengers carried in 1901, 181,295.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road.....	$808,000	Capital stock	$600,000
Cash	9,104	Funded debt.....	208,000
Open accounts.....	104	Accounts payable.....	21,426
Material and supplies....	16,672	Other liabilities	10,868
Profit and loss	6,414		
Total	$840,294	Total	$840,294

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 5 ft. 2 in.; 48 lb. and 66 lb. T and girder rail; 9 motor cars; West. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. I. A. Sweigard, V. Pres. John H. Pascoe, Sec. T. F. Durham, Treas. Wm. H. Bartlett, Gen. Supt. J. A. Bonnell.

DIRECTORS.—I. A. Sweigard, Wm. H. Bartlett and T. F. Durham, Philadelphia; T. A. Snyder, Lehighton, Pa.; John A. Pascoe, Hugh E. Crilly, Allentown, Pa.; A. W. Thompson, Lehigh Gap, Pa.

GENERAL OFFICE, Bourse Bldg., Philadelphia, Pa.

Date of information, Aug., 1901. b

MAYSVILLE, KY.

Population in 1880, 5,220, in 1890, 5,350.

Maysville Street Railroad & Transfer Co.

CAPITAL STOCK, authorized, $100,000, issued, $30,900.

FUNDED DEBT, $65,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.2; gauge, 4 ft. 8½ in.; 40 lb. T rail; 16 cars, of which 9 are motor cars and 7 trail cars.

OFFICERS.—Pres. A. M. J. Cochran, Sec. Treas. & Gen. Man. R. A. Cochran, Supt. L. B. Gray.

GENERAL OFFICE, West 2nd St., Maysville, Ky.

Date of information, Jan., 1902. d

MAYNARD, MAS

Population in 1900, 3,142.

Concord, Maynard & Hudson Street Railway Co.

CAPITAL STOCK, $50,000.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road.....	$ 93,982	Capital stock.....	$ 50,000
" equipment.....	55,000	Current liabilities.....	123,900
Current assets.....	26,664	Profit and loss (surplus)..	1,746
Total	$175,647	Total	$175,647

PLANT AND EQUIPMENT.—Miles of track (electric), 14; 12 cars.

OFFICERS.—Pres. Walter R. Dame, Clinton. Mass.; V. Pres. Chas. H. Persons, Maynard, Mass.; Sec. M. J. Buckley, Milford, Mass.; Treas. Wm. S. Read, Leominster, Mass.; Man. Pur. Agt. & Supt. John W. Ogden, Ch. Engr. A. Willard, Ch. Elecn. A. O. Hitchcock, Mast. Mech. Alfred Lever, Maynard, Mass.

POWER STATION, at Maynard, Mass.

Date of information, Mar., 1902. z

MEADVILLE, PA.

Population in 1880, 8,860, in 1890, 9,520, in 1900, 10,291.

Meadville & Saegertown Street Railway Co.—This road is not yet in operation.

CAPITAL STOCK, authorized, $34,000, paid in, $3,400.

FUNDED DEBT, authorized $90,000, issued, none.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars.

OFFICERS.—Pres. Geo. D. Trawin, Sec. F. R. Shryock, Treas. Chas. Fahr.

Date of information, Aug., 1901. z

Meadville Traction Co.—This road commenced operation on Apr. 14, 1898.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT, authorized and issued, $300,000.

Please note date of information at end of each report.

OPERATION.—Year ending	Nov. 30, 1899.	June 30, 1900.	June 30, 1901.
Gross receipts	$33,302	$32,353	$29,576
Operating expenses	20,654	26,114	25,978
Earnings from operation	12,648	6,239	3,598
Deductions from earnings.			
Interest	11,350	7,500	7,500
Net income	1,298	*1,261	*3,902

*Deficit.

Passengers carried in 1901, 813,500.

BALANCE SHEET.—Dated Nov. 30. ASSETS.	1899.	June 30, 1901.
Cost of road	$248,300	$248,300
Cost of equipment	56,100	56,100
Other permanent investments	352,472	350,000
Cash	85	333
Bills and accounts receivable	69	8
Materials and supplies	1,054	2,341
Additions and betterments		2,565
Profit and loss (deficit)	1,261	
Total	$659,341	$659,647
LIABILITIES.		
Capital stock	$350,000	$350,000
Funded debt	300,000	300,000
Interest	7,500	7,500
Accounts payable	1,841	2,147
Total	$659,341	$659,647

PLANT AND EQUIPMENT.—Miles of track (electric) 11; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 11 motor cars; Gen. Elec. dynamos and motors; St. Louis and Jewett cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. F. R. Shryock, V. Pres. George D. Trawin, Sec. Cyrus See, Treas. Charles Fahr.

DIRECTORS.—Charles Fahr, Jos. Missick, G. D. Trawin, J. J. Shryock, F. R. Shryock, H. F. Thompson.

REFERENCES.—Description of road, Vol. XIV, July, '98, p. 359 (ill).

Date of information, Aug., 1901. b

MECHANICSBURG, ILL.

Population in 1880, 396, in 1890, 426, in 1900, 476.

Mechanicsburg & Buffalo Railway Co.

CAPITAL STOCK, $12,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 3 ft. 10 in.; 16 lb. and 20 lb. T rail; 3 horses, 3 horse cars.

OFFICERS.—Pres. J. B. Hunter, V. Pres. H. Thompson, Treas. J. T. Fullenwider, Sec. & Gen. Man. L. B. Hall.

GENERAL OFFICE, Mechanicsburg, Ill.

Date of information, Dec., 1901. d

MEMPHIS, TENN.

Population in 1880, 33,592, in 1890, 64,495, in 1900, 102,320.

Memphis Street Railway Co.—Chartered in 1895. Municipal franchise granted in Nov., 1895, for 50 years. Annual meeting fourth Thursday in Jan. This is a consolidation of the Citizens' Street R. R. Co., the City & Suburban Ry. Co., the East End Street R. R. Co. and the Memphis & Raleigh Springs R. R. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—Citizens' Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized $1,000,000, issued, $906,000; coupon, but may be registered; due 1916; denom. $1,000; int. payable Jan. and July, at the American Exchange National Bank, of New York, and in Memphis.

Plant and Equipment.—Miles of track (electric), 80; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 140 motor cars and 40 trail cars; Allis and Penn. engines, Gen. Elec. and Walker dynamos and motors, Pullman and Brill cars.

Officers.—Pres. C. K. G. Billings, V. Pres. & Gen. Man. F. G. Jones, Sec. W. S. McCrea, Treas. Robert L. Benson, Gen. Supt. F. Smith.

Directors.—C. K. G. Billings, Robt. L. Benson, C. H. Ruddock, L. E. Wright, F. G. Jones.

General Office, Walnut & Duboise Sts., Memphis, Tenn.

References.—Description of road, Vol. X, July, '94, p. 444 (ill.); Vol. X, Souv., '94, p. 52 (ill.). RALEIGH STREET RY.—Description of road (brief), Vol. X, July, '94, p. 447; (brief), Vol. X, Souv., '94, p. 52; recent improvements, Vol. XIV., June '98, p. 334.

Date of information, Jan., 1902. z

MENOMINEE, MICH.

Population in 1880, 3,228, in 1890, 10,630, in 1900, 12,818.

Menominee Electric Light, Railway & Power Co.—Chartered July 31, 1891, for 30 years. Annual meeting first Wednesday in June. This road was consolidated in February, 1902, with the Marinette Gas, Electric Light & Street Ry. Co.

CAPITAL STOCK, authorized and issued, $110,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, original issue, $58,000, now outstanding, $26,000; coupon, but may be registered; dated July 1, 1893, due $3,000 per annum, commencing in 1895; denom. $500 and $1,000; int. payable Jan. and July, at First Nat'l Bank of Menominee; trustee of mortgage, G. A. Blesch, Menominee.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 14 cars, of which 8 are motor cars and 6 trail cars; Allis and Hamilton engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. F. A. Spies, V. Pres. Samuel M. Stephenson, Sec. Treas. & Gen. Man. E. Daniell, Elecn. W. J. McCarthy.

DIRECTORS.—F. A. Spies, G. A. Blesch, Samuel M. Stephenson, Joseph Flesheim, John Henes.

Date of information, Jan., 1902. d

MERIDEN, CONN.

Population in 1880, 15,540, in 1890, 21,652, in 1900, 24,296.

Meriden Electric Railroad Co.—This is a successor of the Meriden Horse R. R. Co., which was chartered in 1886, in perpetuity. Annual meeting in Sept. In Oct., 1895, the New York, New Haven & Hartford R. R. Co. bought 9,790 of the total 10,000 shares of this company's stock and is now in control.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. bonds, authorized, $500,000, issued, $415,000, in escrow (see Note), $85,000; dated Jan. 1, 1894, due 1924; int. payable Jan. and July, at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

Meriden Horse R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized, $100,000, now outstanding, $85,000; dated Oct. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of Girard Life & Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$85,000 of the consolidated mortgage bonds are held in escrow to retire the Meriden Horse R. R. Co.'s first mortgage bonds.

OPERATION.—Year ending	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Receipts from passengers	$102,612	$106,688	$114,097	$124,021
" other sources	3,944	5,435	7,842	9,133
" total	106,556	112,123	121,939	133,154
Operating expenses	79,238	73,912	77,719	83,486
Earnings from operation	27,318	38,211	44,220	49,668
Deductions from earnings.				
Interest on bonds	25,000	25,000	25,000	25,508
Taxes	5,445	5,570	7,365	5,969
Net income	*3,127	7,641	11,855	18,191
Per cent. op. exp. to total rec.	74.3	65.9	63.6	63.0

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$11,746
Transportation expenses	50,641
Maintenance of way and structures	9,921
" " equipment	11,177
Total	$83,486

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Passengers carried	2,649,905	2,209,458	2,306,802	3,161,543
Car miles run	602,966	587,637	646,409	691,148
Total receipts per car mile.	$.176	$.190	$.189	$.193
Op. expenses per car mile.	.131	.125	.120	.121

BALANCE SHEET.—Dated Sept. 30, ASSETS.	1898.	June 30, 1899.	1900.	1901.
Cost of road	$1,532,914	$1,545,922	$1,564,736	$1,683,378
Cost of equipment	30,594	30,843	45,479	
Other permanent invest.	40,987	59,534	60,259	
Cash	9,922	1,433	10,264	7,379
Bills and acts. receivable.	380			
Materials on hand	1,479	1,321	7,079	5,508
Other assets	376	2,292	2,139	1,985
Profit and loss (deficit	41,279	42,936	38,020	28,602
Total	$1,657,931	$1,684,281	$1,727,976	$1,726,852

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	500,000	500,000	500,000	500,000
Unfunded debt	118,875	141,900	156,900	171,400
Accts. payable	6,494	8,955	60,717	45,711
Acc. ins. (sink. fund)	9,686	9,196	9,068	8,450
Special account	1,291	1,291	1,291	1,291
Interest	21,585	22,939		
Total	$1,657,931	$1,684,281	$1,727,976	$1,726,852

PLANT AND EQUIPMENT.—Miles of track (electric), 19.6; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T and 90 lb. girder rail; 3 horses; 33 motor cars and 6 trail cars; 67 motors; Ball & Wood engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. N. H. Heft, Sec. & Treas. W. L. Squire, Supt. W. P. Bristol.

DIRECTORS.—John L. Billard, John C. Byxbee, E. J. Doolittle, John M. Hall, N. H. Heft, John W. Mix, Charles L. Rockwell.

PRESIDENT'S OFFICE, New Haven, Conn.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1902. z

Meriden, Southington & Compounce Tramway Co.—This company commenced operation about July 1, 1898.

CAPITAL STOCK, authorized, $500,000, issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued, $175,000; dated Aug. 15, 1898, due 1928; int. payable Jan. and July at office of Colonial Trust Co., of New York; trustee of mortgage, Treasurer State of Connecticut.

OPERATION.—Year ending June 30,	1899.	1900.	1901.
Receipts from passengers	$24,769	$36,284	$45,644
" other sources	2,408	2,771	973
" total	27,177	39,055	46,617
Operating expenses	16,961	24,796	30,174
Earnings from operation	10,216	14,259	16,443
Deductions from earnings.			
Interest	5,000	5,500	8,750
Taxes		1,300	2,355
Net income	5,216	7,459	5,338
Dividends paid	1,200	5,200	7,400
To surplus account	4,016	2,259	

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 8,414
Transportation expenses	17,987
Maintenance of equipment	1,493
" " way and buildings	2,281
Total	$30,174

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Passengers carried	495,397	725,686	874,382
Car miles run	218,160	341,390	370,860
Total receipts per car mile	$.124	$.114	$.126
Operating expenses per car mile	.077	.074	.081

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road and equip	$220,000	$260,000	$376,396
Materials and supplies	627	1,504	1,961
Cash	3,389	6,052	1,929
Accounts receivable		223	
Bills receivable			642
Prepaid insurance			244
Total	$224,016	$267,779	$381,174
LIABILITIES.			
Capital stock	$120,000	$140,000	$200,000
Funded debt	100,000	120,000	175,000
Profit and loss (surplus)	4,016	7,779	6,174
Total	$224,016	$267,779	$381,174

PLANT AND EQUIPMENT.—Miles of track (electric), owned 13, trackage 2; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 motor cars; 500 H. P. station plant, Bass engines, West dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. M. H. Holcomb, Sec. & Treas. John A. Hurley, Supt. W. S. Townsend, Ch. Engr. F. Clearwater.

DIRECTORS.—M. H. Holcomb, John A. Hurley, E. N. Sanderson, H. Hobart Porter, Jr., P. W. Wren.

GENERAL OFFICE, Meriden; Supt's office and power station, Milldale, Conn.

Date of information, Dec., 1901. b

MERIDIAN, MISS.

Population in 1880, 4,008, in 1890, 10,624, in 1900, 17,000.

Meridian Light & Railway Co.—Charter granted Feb. 13, 1901, for 50 years. Municipal franchise granted Dec. 31, 1900, for 50 years. Annual meeting second Monday in Mar. This company is the successor, by purchase, to the Meridian Street Ry. & Power Co.

CAPITAL STOCK, authorized, $225,000, issued, $135,500; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized $225,000, issued, $130,000, in treasury, $95,000; dated Mar. 1, 1901, due 1951; denom, $1000; int. payable Mar. and Sept., at Mississippi Valley Trust Co., St. Louis, trustee of mortgage.

First mortgage treasury bonds may be issued for improvements on system and buying or building gas plant.

OPERATION.—11 months ending Jan. 31, 1902.

Receipts from passengers	$18,640
" " light and power	22,434
" total	41,074
Operating exps. includ. taxes and interest on floating debt	38,064
Earnings from operation	3,010
Interest on bonds	2,708
Surplus	302

BALANCE SHEET.—Dated Jan. 31, 1902.

Assets.		Liabilities.	
Cost of road and equip.	$221,635	Capital stock	$135,000
Improvement account	42,764	Funded debt	130,000
Cash	1,661	Light and power recpts.	22,434
Other assets	51,927	Bills payable	2,400
		Accrued interest	2,708
		Other liabilities	25,444
Total	$317,987	Total	$317,987

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 30 lb. to 77 lb. steel T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Allis and Hooven, Owen & Rentschler engines, Gen. Elec. and Walker dynamos and motors, Brill and Stephenson cars, McGuire and Peckham trucks.

LIGHTING PLANT.—Capacity 135 arc and 1,500 incandescent lights.

OFFICERS.—Pres. & Man. J. Howard Wilson, V. Pres. Wm. H. Armbrecht, Sec. Treas. & Gen. Man. J. A. Gibson, Supt. Pur. Agt. & Ch. Elecn. R. Lanore Ellis, Ch. Engr. O. B. Walker.

DIRECTORS.—J. H. Wilson, W. H. Armbrecht, P. J. Lyons, R. W. Stoutz, Mobile, Ala.; A. Kamper, Edwin McMorris, J. A. Gibson, Meridian, Miss.

GENERAL OFFICE, Meridian, Miss.

Date of information, Feb., 1902. z

MERRILL, WIS.

Population in 1890, 6,809, in 1900, 10,268.

Merrill Railway & Lighting Co.—Chartered 1890, for 30 years. Municipal franchise granted 1890, for 30 years. Annual meeting 2nd. Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $20,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized $56,000 and issued, $54,000; dated May 1, 1890, due 1910; denom. $1,000; int. payable May and Nov., at office of Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 1.65; gauge, 4 ft. 8½ in.; 38 lb. Johnson girder rail; 3 motor cars; West. and Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. N. Cotter, V. Pres. John Daly, Sec. Treas. Gen. Man. & Pur. Agt. E. S. King, Supt. S. J. Kline, Ch. Elecn. H. M. Kellogg.

DIRECTORS.—J. H. Cotter, John Daly, John A. Day. F. P. Hixon, E. S. King.

GENERAL OFFICE, 1014 Main St., Merrill, Wis.

Date of information, Dec., 1901. d

MEYERSDALE, PA.

Population in 1890, 1,847, in 1900, 3,024.

Meyersdale & Salisbury Street Railway.—This road is now under construction. All contracts have been awarded.

CAPITAL STOCK, authorized, $250,000; issued, $36,000.

FUNDED DEBT, authorized, $250,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; Jewett cars; Cambria rails; 75 K. W. and 200 K. W. dynamos, 150 K. W. 500 volt railway generator, 350 H. P., 275 H. P. and 150 H. P. engines, three 250 H. P. water tube boilers; Gen. Elec. dynamos, Lorain motors.

OFFICERS.—Pres. M. S. Stokes, V. Pres. W. W. Staub, Sec. C. Elmer Brown, Treas. David S. Martin, Man. A. O. Lorentz. Engr. J. B. Townsend.

Date of information, Feb., 1902. x

Please note date of information at end of each report.

MIAMISBURG, O.

Population in 1890, 2,932, in 1900, 3,941.

The Miamisburg & Germantown Traction Co.—This road commenced operation June 22, 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; 2 motor cars. Rent power.

OFFICERS.—Pres. C. W. Dodds, V. Pres. S. H. Mays, Sec. & Man. Arnold F. Gwinner, Treas. Warren Bicknell.

GENERAL OFFICE, Miamisburg, O.

Date of information, Jan., 1902. z

MICHIGAN CITY, IND.

Population in 1880, 7,366, in 1890, 10,776, in 1900, 14,850.

Lake Cities Electric Railway Co.—Chartered Nov. 19, 1892, in perpetuity. This company is a successor to the Citizens' Street Ry. Co. In Feb., 1898, I. I. Spiro was appointed receiver, and is now (Feb., 1902) in charge.

Franchises.—Municipal franchises granted in 1894, expire in 1944.

Capital Stock.—Common stock, authorized and issued, $200,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $100,000; issued, $50,000, in treasury, $50,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $300,000, issued $75,000, in escrow (see Note), $225,000; coupon, but may be registered; dated Feb. 1, 1893, due 1923; denom. $500; int. payable in gold, at office of Metropolitan Trust Co., of New York City, trustee of mortgage.

Note.—The mortgage deed provides for an ultimate total issue of bonds of $300,000, of which $225,000 are placed in escrow with the Metropolitan Trust Company, of New York, trustee of mortgage. These escrow bonds are, in reality, treasury bonds, and are to be issued only for the actual cost of the necessary extensions of track overhead construction, paving, equipment, betterments, additions to plant, erection of power house and car house, purchases of real estate, purchase and erection of boilers, engines, generators, poles, wire and other necessary machinery to extend the road and lighting plant and keep them in first-class condition, and thereby meet the demands of the public from year to year for extensions and improvements. The supplemental mortgage provides restrictions and safeguards in great detail as to bringing out the treasury bonds, and the use of the funds resulting therefrom.

The bonds are semi-municipal in character, as by the terms of the supplemental mortgage the sum of $375 per month is set aside by the city from the gross sums earned on city contracts (paid direct to the trustee by the city), to meet the interest on the $75,000 of bonds already issued. As the lighting contract of the city has more than four years to run, the interest is practically guaranteed by the city, exclusive of earnings from the street railway plant, or from commercial lighting. No additional bonds can be brought out unless the net earnings for the previous year equal the interest on the outstanding bonds and 10 p. c. on the bonds to be certified.

Lighting Plant.—This company owns an unlimited time franchise for commercial lighting, and has a well equipped plant for public and commercial lighting. The equipment consists of 2-225 H. P. Corliss engines, 600 H. P. boilers, 5-50 arc light dynamos, 1-120 K. W. Stanley alternator, pole line and other necessary appliances. The lighting business grew very rapidly during 1899.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 45 lb. and 72 lb. T rail; 7 cars, of which 4 are motor cars and 3 trail cars; 500 H. P. engines, 175 K. W. dynamos, West. dynamos and motors, Laclede cars.

Officers —Receiver & Pur. Agt. Isidore I. Spiro, Supt. & Elecn. F. H. Root, Ch. Engr. Power Station A. E. Raymer.

General Office, Wabash and 2d Sts., Michigan City, Ind.

Date of information, Feb., 1902. z

MIDDLEBORO, MASS.

Population in 1890, 6,065, in 1900, 6,885.

Middleboro, Wareham & Buzzard's Bay Street Railway Co.—This road commenced operation Aug. 8, 1901.

CAPITAL STOCK, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; 18 motor cars; rent power.

OFFICERS.—Pres. A. M. Bearse, V. Pres. E. F. Witham, Sec. & Treas. Thomas F. Carey, Pur. Agt. Man. & Supt. Chas. H. Cox, Ch. Elecn. & Mast. Mech. M. J. Murphy.

GENERAL OFFICE, Middleboro, Mass.

Date of information, Jan., 1902. z

MIDDLETOWN, CONN.

Population in 1880, 6,828, in 1890, 9,013, in 1900, 9,589.

Middletown Street Railway Co.—Chartered May, 1864; organized 1873; road opened Sept. 14, 1887. Annual meeting third Wednesday in July. The Portland Street Ry. Co. was consolidated with this company in Jan., 1898.

CAPITAL STOCK, authorized, $200,000, issued, $135,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000, issued, $150,000; due 1915; denom. $500; int. payable June and Dec., at Middlesex County National Bank; trustee of mortgage State Treasurer.

OPERATION.—	Year ending Sept. 30, 1897.	*9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Receipts from pass.	$21,328	$18,139	$36,77	$36,742	$37,258
" other sources	300	264	3,741	3,679	332
" total	21,628	18,403	40,511	40,421	37,590
Operating expenses	15,910	13,551	29,383	29,210	25,451
Earnings from op.	5,718	4,852	11,128	11,211	12,139
Deduc. from earnings.					
Taxes	1,078	962	1,540	1,608	1,569
Interest	203	190	7,820	7,491	7,424
Net income	4,437	3,700	1,768	1,662	3,145
Dividends paid				1,350	1,350
To surplus account				312	1,795

DIVIDENDS, in Aug., 1895, 2 p. c.; in 1896, 4 p. c.; in 1900 and 1901, 1 p. c.

* 1898 operation figures include the Portland Street Ry. from Jan. 29 to June 30, 1898.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 5,768
Transportation expenses	16,627
Maintenance of way and buildings	1,286
Maintenance of equipment	1,769
Total	$25,451

STATISTICS OF TRAFFIC. Year ending Sept. 30,	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
	1897.			
Passengers carried	466,340	401,948	880,151	887,031	898,974
Car miles run	107,427	102,801	199,297	194,728	187,541
Tot. recpts. p. car mile.	$.201	$.180	$.203	$.207	$.200
Op. exps. p. car mile.	.148	.132	.147	.150	.136

BALANCE SHEET.—Dated ASSETS.	Sept. 30, 1897.	June 30 1898.	June 30, 1899.	June 30, 1901.
Cost of road and equipment	$140,949	$236,668	$269,834	$272,853
Other permanent invest.	8,500	8,500		
Cash	411	485	1,950	464
Accounts receivable	37	50		
Other assets	791	817	1,176	1,013
Material and supplies			258	1,267
Profit and loss (deficit)	17,500	19,017	18,286	16,530
Total	$168,188	$265,537	$291,504	$292,127
LIABILITIES.				
Capital stock	$ 75,000	$135,000	$135,000	$135,000
Funded debt	90,000	120,000	145,000	150,000
Unfunded debt	2,600	9,900	9,350	4,500
Accounts payable	588	637	2,154	2,628
Total	$168,188	$265,537	$291,504	$292,127

PLANT AND EQUIPMENT.—Miles of track (electric), 9.9; gauge, 4 ft. 8½ in.; 50 lb. T rail; 1 horse, 13 motor cars, and 9 trail cars; 330 K. W. generators, T. H. & Eddy dynamos, Gen. Elec. motors, Brill and Jackson & Sharp cars, Brill trucks,

OFFICERS.—Pres. E. W. Goss, V. Pres. A. C. Allison, Sec. & Treas. J. K. Guy, Gen. Man. & Supt. Chas. H. Chapman.

DIRECTORS.—A. C. Allison, Oliver Gildersleeve, S. H. Wagner, Jas. K. Guy, Chas. E. Graham, E. W. Goss, James Donovan.

GENERAL OFFICE, 265 Main St., Middletown, Conn.

REFERENCES.—Operating detail, Vol. XIII, Feb., '97, p. 98 (ill.); description of park (brief), Vol. XVII. Mar. 2, '01, p. 308.

Date of information, Dec., 1901. b

MIDDLETOWN, N. Y.

Population in 1880, 8,494, in 1890, 11,977, in 1900, 14,522.

Middletown-Goshen Electric Railway Co.—Chartered Oct. 25, 1899. This company is the successor by purchase on Nov. 9, 1899, of the Middletown-Goshen Traction Co., which was chartered June 30, 1893, for 99 years. Municipal franchise granted June 29, 1893 for 99 years. Annual meeting last Monday in July. Operation commenced May 8, 1894. The Middletown-Goshen Traction Co. was a consolidation of the Middletown-Goshen Traction Co. and the Middletown-Bloomingburgh Electric Ry. Co. On Nov. 6, 1898, Wm. B. Royce was appointed receiver. On June 19, 1899, the old corporation was dissolved, Wm. B. Royce being continued as receiver in the interest of the stockholders, who reorganized it as stated above.

Please note date of information at end of each report.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—Middletown-Goshen Traction Co.'s first mortgage 4 p. c. (see note) gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 1, 1894, due 1919; denom. $1,000; int. payable Jan. and July, at Farmers Loan & Trust Co., of New York, trustee of mortgage.

Middletown-Bloomingburgh Electric Ry. Co.'s first mortgage 4 p. c. bonds, authorized, $200,000. issued, $75,000; dated May 1, 1895, due 1920; denom. $1,000; int. payable May and Nov.

OPERATION.—	Period Nov. 6, 1898 to June 30, 1898.	Yr. endg. June 30, 1899.	Year ending June 30, 1900.	June 30, 1901.
Receipts from pass.	$45,090	$19,767	$46,426	$48,052
" other sources.	1,530	1,611	405	655
" total.	46,620	21,378	46,831	48,707
Operating expenses.	37,348	21,267	40,756	43,974
Earnings from operation	9,272	111	6,075	4,733
Deductions from earnings.				
Interest	16,574	10,770	10,367	5,500
Taxes	1.622	844	1,250	649
Other expenses	3,287		2,625	
Net income	*12,211	*11,503	*8,167	1,415

*Deficit.

STATISTICS OF TRAFFIC.	Yr. endg. June 30, 1898.	Period Nov. 6, 1898, to June 30, 1899.	Yr. endg. June 30, 1900.	Yr. endg. June 30, 1901.
Revenue pass. carried	996,731	434,789	994,684	1,004,949
Transfer " "		23,233	49,848	50,704
Car miles run	421,845	237,654	395,712	401,929
Total recpts. per car mile	$.110	$.089	$.118	$.121
Oper. exps. per car mile	.088	.089	.103	.109

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	†1900.	1901.
Cost of road and equip.	$5[illegible]690	$565,011		$375,535	$379,663
Treasury stks. and bds.					
Cash	4	2,300	406	908	1,470
Bills and accts. rec'v'ble	647	4,155			
Material and supplies	2,861	78	1,682		
Profit and loss (deficit)	15,993		11,504	3,805	5,221
Total	$582,195	$571,544	$13,592	$380,248	$386,354
LIABILITIES.					
Capital stock	$275,000	$275,000		$100,000	$100,000
Funded debt	275,000	275,000		275,000	275,000
Bills and accts. payable	785	8,368			2,676
Loans	22,756		2,821	748	1,778
Interest		9,000	10,771	4,500	6,900
Sundries					
Other liabilities	8,654	1,097			
Profit and loss (surp)		3,079			
Total	$582,195	$571,544	$13,592	$380,248	$386,354

†Receiver's Balance Sheet.

PLANT AND EQUIPMENT.—Miles of track, (electric) 12.84; gauge, 4 ft. 8½ in.; 65 lb. and 110 lb. T and girder rail; 17 motor cars and 4 trail cars; Payne engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. Wm. B. Royce, V. Pres. W. B. Broomall, Sec. & Treas. H. B. Royce, Ch. Engr. of Power Station J. J. Walker.

DIRECTORS.—Wm. B. Broomall, Chester, Pa.; L. A. Duhring, 1,411 Spruce St., Philadelphia, Pa.; J. P. Brosius, 2,034 Spruce St., Philadelphia, Pa.; Kingsley Montgomery, Philadelphia, Pa.; J. H. Roop, Chester, Pa.; F. D. Graham, Stephen Girard Bldg., Philadelphia, Pa.; W. B. Royce, H. B. Royce, Middletown, N. Y.

GENERAL OFFICE, Middletown, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1902. z

MILFORD, CONN.

Population in 1890, 3,811, in 1900, 3,783.

Milford Street Railway Co.—Chartered Dec. 12, 1896. This company commenced operation of its road from Washington Bridge to Milford, June 11, 1898, and balance of road from Milford to Woodmont July 2, 1898. The capital stock of this company is now controlled by the Connecticut Ry. & Lighting Co., of Bridgeport, Conn.

CAPITAL STOCK, authorized, $350,000, issued, $100,000; par value, $100 per share.

OPERATION.—Period ending June 30,	1899.	1900.	6 mos. endg. Dec. 31, 1900.
Receipts from passengers	$15,304	$27,555	$23,090
" other sources	11,626	70	
" total	26,930	27,625	
Operating expenses	18,655	13,526	9,630
Earnings from operation	8,275	14,099	13,460
Taxes		420	328
Interest		283	
Net income		13,396	13,131
Surplus			12,758

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1900.
Cost of road	$157,006	$153,187	$161,435
Accounts receivable	15	5,111	4,770
Cash	1,339	3,613	8,503
Total	$158,360	$161,911	$174,708
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Accounts payable	30,301	28,521	28,711
Loans	18,000		
Accrued Taxes		315	164
Profit and loss (surplus)	10,059	33,075	45,833
Total	$158,360	$161,911	$174,708

PLANT AND EQUIPMENT.—Miles of track (electric), 14.1; 55 lb. to 70 lb. rail; cars leased from Bridgeport Traction Co.

OFFICERS.—See Connecticut Ry. & Lighting Co., Bridgeport, Conn.

GENERAL OFFICE, Milford, Conn.

Date of information, Feb., 1902. z

MILFORD, MASS.

Population in 1880, 9,310, in 1890, 8,780, in 1900, 11,376.

Milford, Attleboro & Woonsocket Railway Co.—This road was placed in operation between Franklin and Woonsocket, Oct. 1, 1899, connecting with the Milford, Holliston & Framingham road. In July, 1900, it was reported that this company, the Milford, Holliston & Framingham Street Ry. Co. and the Marlboro, Westboro & Grafton Street Ry. Co. were to be consolidated.

CAPITAL STOCK, authorized and issued, $250,000,; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $200,000; dated Oct., 1899, due 1919; denom. $1,000; int. payable Apr. and Oct.

OPERATION.—Year ending Sept. 30,	1900.	1901.
Receipts from passengers	$41,819	$74,141
" " other sources	322	1,323
" total	42,131	75,464
Operating expenses	22,113	49,957
Earnings	20,018	25,507
Deductions from earnings.		
Interest	4,653	10,368
Taxes	3,214	4,333
Other deductions	1,607	2,399
Net income	10,544	8,406

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 4,728
Transportation expenses	37,016
Maintenance of way and buildings	2,526
" " equipment	5,687
Total	$49,957

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	1,481,114
Car miles run	554,000
Total receipts per car mile	$.136
Operating expenses per car mile	.090

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$348,733	$356,818
" equipment	56,510	67,184
Other permanent invests.	120,201	136,955
Cash and current assets	13,882	25,323
Total	$539,326	$586,280

Please note date of information at end of each report.

LIABILITIES.	1900.	1901.
Capital stock	$200,000	$250,000
Funded debt	200,000	250,000
Loans and notes payable	99,876	
Accounts payable	25,692	63,432
Accrued liabilities	3,214	3,897
Profit and loss (surplus)	10,544	18,951
Total	$539,326	$586,280

PLANT AND EQUIPMENT.—Miles of track (electric), 30.5; gauge, 4 ft. 8½ in.; 22 motor cars, 3-200 H. P. Babcock & Wilcox boilers, Filer & Stowell engines, 1-250 and 1-325 K. W. West. generators.

OFFICERS.—Pres. Geo. W. Wiggin, Treas. Edgar K. Ray, Sec. Wm. H. Tylee, Supt. Herbert M. Young.

DIRECTORS.—George W. Wiggin, Joseph F. Ray, Edgar K. Ray, Wm. S. Reed, Wm. H. Tylee, Chas. H. Shippee, A. D. Thayer.

GENERAL OFFICE, Franklin, Mass.

Date of information, Dec., 1901. b

Milford, Holliston & Framingham Street Railway Co.—Chartered Oct. 21, 1895. This company commenced operations on May 15, 1896. In 1897 this company purchased the entire capital stock of the Milford & Hopedale Street Ry. Co.

CAPITAL STOCK, authorized and issued, $252,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $165,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July, at office of American Loan & Trust Co., Boston, Mass., trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1898.*	1899.	1900.	1901.
Gross receipts	$83,472	$94,449	$121,708	$118,029
Operating expenses	49,999	55,651	80,998	85,409
Earnings from operation	33,473	38,798	40,710	32,620
Deductions from earnings.				
Interest and discount	8,305	10,178	10,600	9,887
Taxes	3,209	3,492	6,851	7,558
Other deductions	1,717	2,810	3,392	1,206
Net income	20,242	22,318	19,867	13,968
Dividends paid		16,800	17,640	17,640
To surplus account		5,518	2,227	*3,672
Total surplus account	17,424	22,941	29,670	25,998

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 8,970
Transportation expenses	47,624
Maintenance of way and buildings	20,557
" " equipment	8,258
Total	$85,409

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	2,476,802
Car miles run	548,313
Gross receipts per car mile	$.215
Operating expenses	.156

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$250,035	$265,178	$269,724	$271,400	$339,203
" equipment	44,061	60,461	62,049	81,219	88,581
Other permanent invsts.	5,633	82,591	101,387	117,529	139,765
Cash and current assets.	4,116	7,345	18,761	6,368	35,802
Other assets	1,850	2,305	2,281	3,136	3,863
Total	$305,695	$417,880	$454,202	$479,652	$607,214
LIABILITIES.					
Capital stock	$150,000	$210,000	$210,000	$252,000	$252,000
Funded debt		165,000	165,000	165,000	165,000
Current liabilities	155,213	25,456	54,198	30,919	161,061
Accrued "			2,063	2,063	3,154
Profit and loss (surplus).	482	17,424	22,941	29,670	25,998
Total	$305,695	$417,880	$454,202	$479,652	$607,214

PLANT AND EQUIPMENT.—Miles of track (electric), 22.22; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 30 motor cars, 3 snow plows; Jackson & Sharp cars, 2 Slater engines, direct connected to 325 and 225 K. W. Gen. Elec. generators, 2 Ball compound engines for elec. light power, 4 boilers.

OFFICERS.—Pres. Jno. T. Manson, New Haven, Conn.; V. Pres. S. Harwood, Treas. & Gen. Man. E. W. Goss, Supt. M. E. Nash, Milford.

DIRECTORS.—H. C. Fuller, Chas. E. Graham, Jas. E. Walker, Arthur R. Taft, Sydney Harwood, J. W. Downs, J. T. Manson.

GENERAL OFFICE, Milford, Mass.

REFERENCES.—Cost of electric power generation, Vol. XIV, Sept., '98, p. 492; operating detail, Vol. XIV., Sept., '98, p. 489; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188; description of road, Vol. XVIII, Dec. 7, '01, p. 789 (ill.).

Date of information, Jan., 1902. b z

Milford & Uxbridge Street Railway Co.—This company was organized June, 1900, to construct an electric railway from Milford connecting with the Milford, Holliston & Framingham Ry. at Hopedale, through Mendon and Wheelockville to Uxbridge.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT, authorized, $50,000.

BALANCE SHEET.—Year ending Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 86,155	Capital stock	$ 50,000
" " equipment	20,685	Accrued interest	111
Other permanent invest.	6,698	Bills and accts. payable.	75,234
Cash	11,806		
Total	$125,345	Total	$125,345

PLANT AND EQUIPMENT.—Miles of track (electric), 7.25.

OFFICERS.—Pres. Jno. T. Manson, V. Pres. Arthur R. Taft, Sec. & Treas. E. W. Goss.

DIRECTORS.—Jno. T. Manson, J. Willis Downs, Herbert C. Fuller, New Haven, Conn.; Arthur R. Taft, James Daley, Uxbridge, Mass.; Julius A. George, Meriden, Mass.; Sydney Harwood, Boston, Mass.; Samuel A. Andrews, Hopedale Mass.

GENERAL OFFICE, Milford, Mass.

Date of information, Jan., 1902. z

MILLBURY, MASS.

Population in 1880, 4,741, in 1890, 4,428, in 1900, 4,460.

Worcester & Blackstone Valley Street Railway Co.—This is a reorganization of the Blackstone Valley Street Ry. Co., which was sold at receiver's sale on Apr. 23, 1897. This road is operated by the Worcester & Suburban Street Ry. Co.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Total receipts	$14,070	$16,561	$18,717	$32,229
Operating expenses	11,498	14,876	16,008	27,758
Earnings from operation	2,572	1,685	2,709	4,471
Taxes	.70	948	878	995
Net income	2,502	737	1,831	3,476
Dividends		2,400	2,400	
To surplus account		*1,663	*569	
Total surplus account	2,423	936	246	

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 3,679
Transportation expenses	15,917
Maintenance of way and buildings	4,860
" " equipment	3,303
Total	$27,758

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	644,384
Car miles run	166,867
Total receipts per car mile	$.193
Operating expenses per car mile	.166

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$49,724	$77,185	$ 98,104	$143,513	$242,862
" equipment	10,763	11,535	15,091	15,091	55,305
Land and buildings	189	314	3,324	5,493	68,265
Cash and current assets.	1,381	1,283	1,468	5,069	5,591
Other assets	202	1,063	453	286	1,416
Profit and loss (deficit)	78				
Total	$62,337	$91,390	$118,440	$169,452	$373,440
LIABILITIES.					
Capital stock	$60,000	$60,000	$ 60,000	$ 60,000	$ 60,000
Current liabilities				106,564	301,569
Accrued liabilities					8,149
Other liabilities	2,337	28,967	57,504	2,642	3,722
Profit and loss (surplus)		2,423	936	246	
Total	$62,337	$91,390	$118,440	$169,452	$373,440

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 11.1; gauge 4 ft. 8½ in.; 80 lb. T rail, 16 motor cars, 2 snow plows; West dynamos and motors, Wason cars.

OFFICERS.—Pres. Matthew J. Whittall, Sec. Willard E. Ballou, V, Pres. & Treas. Alfred Thomas, Supt. Jas. W. Anderson.

DIRECTORS.—Matthew J. Whittall, Alfred Thomas, Frederick W. Moore, Thomas T. Wilmarth, Willard E. Ballou, M. P. Whittall, Frederick E. Chase.

GENERAL OFFICE, Millbury, Mass.

Date of information, Dec., 1901. b

MILTON, PA.

Population in 1900, 6,157; Lewisburg, 3,457; Watsontown, 2,200.

Lewisburg, Milton & Watsontown Passenger Railway Co.—Chartered Sept. 3 1897, for 99 years. Municipal franchise granted Oct. 15, 1897, in perpetuity. Annual meeting in Jan. This road commenced operation on Feb. 11, 1898. The capital stock of this company is now controlled by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Feb. 10, 1898, due 1928; denom. $1,000; int. payable Jan. and July, at office of Union Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending June 30, 1901.

Gross receipts	$23,356
Operating expenses	16,553
Earnings from operation	6,803
Deductions from earnings.	
Interest	7,500
Taxes	1,155
Rental	
Net income	*1,852

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1901.
Cost of road	$248,267
" equipment	54,292
Cash	3,514
Supplies	62
Total	$306,135

LIABILITIES.	
Capital stock	$150,000
Funded debt	150,000
Accrued interest	3,750
Accounts payable	1,395
Profit and loss (surplus)	990
Total	$306,135

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Pres. E. R. Dick, Sec. & Treas. John J. Collier, Gen. Supt. D. A. Hegarty, Supt. W. W. S. Butler.

DIRECTORS.—Evans R. Dick, R. H. Rushton, Geo. S. Graham, Ogden Hoffman, Jay Cooke, 3d.

GENERAL OFFICE, North American Bldg., Philadelphia, Pa. Supt.'s office, Milton, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1902. b z

MILLVILLE, N. J.

Population in 1880, 7,660, in 1890, 10,002, in 1900, 10,583.

Millville Traction Co.—Chartered 1894 for 100 years. Annual meeting Aug. 1. This company leases and operates the Millville Rapid Transit Co., for 999 years from 1894, at an annual rental of $1.00. Extension to Vineland and Union Lake Park was put in operation Aug. 1. 1901.

CAPITAL STOCK, authorized, $400,000, issued, $175,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $88,000; coupon, but may be registered; dated Aug. 1, 1894, due 1914; denom. $1,000; int. payable Feb. and Aug. at office of Land Title & Trust Co., of Philadelphia, trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$6,327	$4,851	$5,902	$6,608	$16,092
Operating expenses	10,560	6,391	7,760	9,141	14,874
Deficit from operation	4,233	1,540	1,858	2,473	*1,218

*Surplus.

PLANT AND EQUIPMENT.—Miles of track (electric), 12.31; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. rail; 11 cars, of which 8 are motor cars and 3 trail cars; 400 H. P. station plant; Ball & Wood and Ames engines, Gen. Elec. dynamos and motors. St. Louis and Brill cars.

OFFICERS.—Pres. & Gen. Man. Geo. B. Langley, Sec. & Treas. D. C. Lewis.

DIRECTORS.—Geo. B. Langley, Geo. Wood, R. B. Radcliffe, W. D. Kemble, H. B. Kemble, S. M. Souder, H. Mulford, H. O. Newcomb, M. Ludlam, W. B. Munroe, W. H. Bacon.

Date of information, Feb., 1902. z

MILWAUKEE, WIS.

Population in 1880, 115,587, in 1890, 204,468, in 1900, 285,315.

The Milwaukee Electric Railway and Light Co.—Chartered Feb., 1896, as a successor to The Milwaukee Street Ry. Co., which was sold under foreclosure of mortgage, Jan. 29, 1896. This company has a five-year contract for city lighting expiring Dec., 1905. The company owns the entire capital stock of the Milwaukee Light, Heat & Traction Co.

Capital Stock.—Common stock, authorized, $15,000,000, issued, $6,500,000; par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized and issued, $4,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $8,000,000, issued, $6,500,000, in escrow (see Note), $1,500,000; dated 1896, due Feb. 1, 1926; int. payable Feb. and Aug. (see Note), at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

Milwaukee City R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Dec. 1, 1888, due 1908; int. payable June and Dec., at office of the company in the city of New York, 30 Broad St.; trustee of mortgage, Central Trust Co. of New York.

West Side R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1889, due 1909; int. payable Jan and July, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The company has also guaranteed the principal and interest of $5,000,000, of the first mortgage bonds (issued $1,974,000) of Milwaukee Light, Heat & Traction Co. (which see for description).

Note.—The Milwaukee City R. R. Co.'s bonds are a first lien on about 41 miles of track; the West Side R. R. Co.'s mortgage is a first lien on about 18 miles of track; the consolidated mortgage is a first lien on about 82 miles of track and upon the electric lighting plant and other property of the company; and a second lien on the remainder (59) miles.

$1,500,000 of the first consolidated mortgage bonds are held in escrow to retire the Milwaukee City R. R. Co.'s bonds and the West Side R. R. Co.'s bonds.

Under the plan of re-organization, holders of the old consolidated mortgage bonds received $617.56 in the new bonds and $382.44 in preferred stock for each $1,000 surrendered. Holders of the second consolidated mortgage bonds received $2,000 in common stock for each $1,000 surrendered. Holders of unfunded coupons received their par value in preferred stock. Holders of the coupons of June, 1895, received 61.756 p. c. of their par value in cash.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Recpts. from pass., etc.	$1,520,752	$1,668,963	$1,850,086	$2,032,208
" " lighting, etc.	263,710	327,643	354,450	385,226
" " other sources	26,359	10,533	16,162	24,908
" total	1,810,821	2,007,139	2,220,698	2,442,342
Operating expenses	943,225	1,026,403	1,129,787	1,185,534
Earnings from operation	867,596	980,736	1,090,911	1,256,808
Taxes	63,358	82,498	87,451	102,741
Depreciation reserve	324,000	324,000	324,000	241,743
Interest on bond. and float. debt	383,224	401,184	413,213	410,655
Net income	97,014	173,054	266,247	501,669
Dividends		52,500	210,000	267,431
To surplus account		120,554	56,247	234,238

Quarterly dividends of 1½ p.c. on preferred stock since Nov., 1899.

Plant and Equipment.—Miles of track (electric), 141; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. girder and T rail; 50 horses, 382 motor cars, Allis engines, Gen Elec. dynamos and motors, Brill, Brownell, Jones, Barney & Smith, Pullman and St. Louis cars.

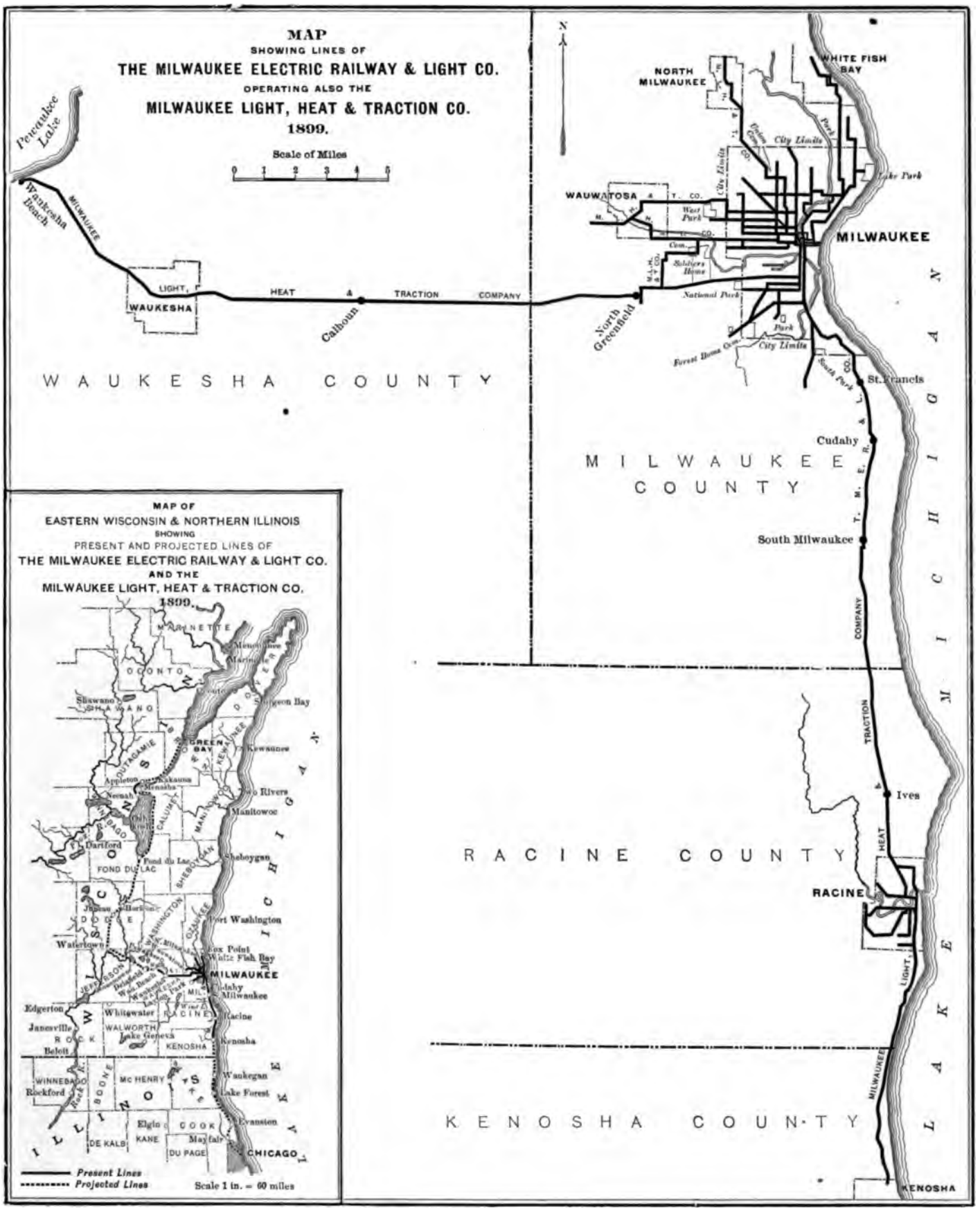
Officers.—Pres. & Gen. Man. John I. Beggs, 1st V. Pres. Wm. Nelson Cromwell, 2d V. Pres. C. W. Wetmore, Sec. C. A. Spofford, New York; Treas. Geo. R. Sheldon, Audr. H. C. Mackay, Supt. of Lighting Dept. O. M. Rau, Ch. Engr. of Power Stations C. P. Wilson.

Directors.—Chas. W. Wetmore, Geo. R. Sheldon, Wm. N. Cromwell, Chas. A. Spofford, S. W. Burt, all of New York; Henry C. Payne, F. G. Bigelow, Chas. F. Pfister, John I. Beggs, of Milwaukee.

General Office, Milwaukee, Wis. New York Office, Johnston Bldg., 30 Broad St.

References.—Description of road, Vol. VIII, June, '92, p. 340 (ill.); Vol. IX, Feb., '93, p. 101; Vol. IX, Oct., '93, p. 622 (ill.); curve, Vol.

Please note date of information at end of each report.



Street Railway Journal

IX, Feb. '93, p. 109 (ill.); track construction, Vol. X, Sept. '94, p. 576 (ill.); increase of bonds, Vol. X, Mar., '94, p. 213; operating detail, transfers, Vol. X, July, '94, p. 461 (ill.); operating detail Vol. XI, Feb., '95, p. 92; fire in car barns, Vol. IX, Feb., '93, p. 84 (ill.); description of controller diagram (brief), Vol. XII, May, '96, p. 290, (ill.); strike, Vol. XII, July, '96, p. 442; operating detail, Vol. XII, Sept., '96, p. 524. MILWAUKEE ELECTRIC RY.—Short description of road, Vol. IX, Oct. '93, p. 632. WEST SIDE R. R.—Description of road, Vol. IX, Oct., '93, p. 631 (ill.). MILWAUKEE STREET RY. CO.—Plan of reorganization, Vol. XI, July, '95, p. 485.—MILWAUKEE ELECTRIC RY. & LIGHT CO.—Changes and additions to line, Vol. XIV, Jan. '98, p. 52; annual report Vol. XVI, Feb. 10, '00, p. 186 (tables); car hour unit, Vol. XVI, Sept. 1, '00, p. 821.

Date of information, Mar., 1902. z

For map of road see page 161.

Milwaukee Light, Heat & Traction Co.—Chartered Dec. 14, 1896. Annual meeting third Monday in Feb

This company owns the entire capital stock of, and operates the following companies.

Milwaukee & Wauwatosa Motor Ry Co. (successor to the Milwaukee & Wauwatosa Rapid Transit Co.) operating between Milwaukee and the town of Wauwatosa.

North Greenfield & Waukesha Electric Ry. Co., Waukesha Beach Electric Ry. Co., and Waukesha Electric Co., operating between Milwaukee, Waukesha and Waukesha Beach.

Milwaukee & Wauwatosa Motor Electric Co.

Milwaukee & Wauwatosa Electric Co. (Pabst line.)

Milwaukee, Racine & Kenosha Electric Ry. Co., operating between Milwaukee, Racine and Kenosha.

Belle City Electric Ry. Co., operating in Racine and connecting with the Milwaukee, Racine & Kenosha Ry.

The company has a traffic agreement with the Milwaukee Electric Ry. & Light Co., by which the latter operates all the lines of the Traction Co.

Capital Stock, authorized and issued, $500,000, all in treasury of Milwaukee Electric Ry. & Light Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $1,974,000; dated Mar. 15, 1899, due May 1, 1929; coupon, but may be registered; denom. $1,000; int. payable May and Nov. at office of City Trust Co., of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Milwaukee Electric Ry. & Light Co.

Note.—The company has the option of calling these bonds on any interest day at 110 and accrued interest.

Plant and Equipment.—Miles of track, 74.

Officers.—Same as the Milwaukee Electric Ry. and Light Co.

Directors.—Same as the Milwaukee Electric Ry. & Light Co.

Date of information, Mar., 1902. z

For map of road see page 161.

Wisconsin Traction, Light, Heat & Power Co.—This company was organized Aug., 1900, in the interest of the Milwaukee Light, Heat & Traction Co. to consolidate several small railway and lighting companies in the Fox River Valley and to form a through line from Chicago to Green Bay.

Capital Stock, (nominal) $10,000.

North American Company.—Organized in 1890 under laws of New Jersey to promote, acquire or construct and operate electric railways, lighting and power companies.

Capital Stock, $12,000,000; par value, $100 per share.

Balance Sheet.—Dated May 31, 1901.

ASSETS.

Good-will as of February 1, 1901	$2,000,000
Stocks	8,361,429
Bonds	881,850
Loans	1,528,823
Bills and accounts receivable, etc	480,000
Cash	547,328
Total	$13,799,430

LIABILITIES.

Capital stock	$11,936,700
Reserve for unadjusted legal and other expenses	235,000
Unrealized profit account	1,547,446
Profit and loss (balance from income account)	80,284
Total	$13,799,430

The company has no current liabilities except the current corporate expenses of administration.

Officers.—Pres. Charles W. Wetmore, V. Pres. Charles A. Spofford, Sec. Silas W. Burt, Treas. George R. Sheldon.

Directors.—George R. Sheldon, Charles W. Wetmore, Robert Bacon, William Nelson Cromwell, Charles A. Spofford, Edmund C. Converse, J. H. Herrick, Silas W. Burt, New York; Henry C. Payne, Charles F. Pfister, John I. Beggs, Milwaukee; A. Q. Keasbey, Newark, N. J.

General Office, 30 Broad St., New York.

Date of information, Apr., 1902. z

MINNEAPOLIS AND ST. PAUL, MINN.

Population in 1880, 88,360, in 1890, 297,894, in 1900, 366,350.

Twin City Rapid Transit Co.—Chartered June 3, 1891, under laws of the state of New Jersey. This company controls the entire street railway systems of Minneapolis, St. Paul and Stillwater, by ownership of the stock of the Minneapolis Street Ry. Co., The St. Paul City Ry. Co., The Minneapolis, Lyndale & Minnetonka Ry. Co. and the Minneapolis & St. Paul Suburban Ry. Co.

Capital Stock.—Common stock, authorized, $18,000,000, issued, $15,010,000; par value, $100 per share.

7 p. c. cumulative preferred stock, authorized and issued, $3,000,000. Dividends payable quarterly, commencing Apr. 1, 1895. It is provided that if in any year dividends amounting to 7 p. c. are not paid on the preferred stock, the deficiency shall be a charge upon the net earnings of the company, and shall be paid subsequently before any dividend shall be paid upon or set apart for the common stock. In case of liquidation or dissolution of the company, the holders of the preferred stock shall have prior right on the assets of the company before any amounts shall be payable to the holders of the common stock.

Funded Debt and Certificates.—Dec. 31, 1901, total $10,888,000, as follows:

MINNEAPOLIS DIVISION.

First mortgage 7 p. c. gold bonds, outstanding, $250,000; dated Nov. 1 1880, due 1910, but redeemable, 20 bonds yearly at $105 and int.; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, outstanding, $600 000; dated Nov. 1, 1883, due 1913; denom. $1,000; int. payable in gold May and Nov., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

First consolidated mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,150,000, in escrow (see Note), $850,000; coupon, but may be registered; dated Jan. 15, 1889, due 1919; denom. $1,000; int. payable in gold Jan. 15 and July 15 at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Note.—$850,000 of the first consolidated mortgage bonds have been reserved in the hands of the trustee to redeem the company's prior liens.

ST. PAUL DIVISION.

First mortgage and first consolidated mortgage 6 p. c. bonds, outstanding, $680,000; dated Oct. 1, 1882 and 1884, due 1932 and 1934, respectively; denom. $1,000; int. payable in gold Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage.

Cable consolidated mortgage 5 p. c. gold bonds, authorized, $5,500,000, issued, $3,708,000, in escrow (see Note), $680,000, in treasury, $1,112,000; coupon, but may be registered; dated Jan. 15, 1887, due 1937; denom. $1,000; int. payable in gold Jan. 15 and July 15, at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. $1,138,000 of these bonds are guaranteed, principal and interest, by the Twin City Rapid Transit Co.

Minneapolis & St. Paul Suburban Ry. Co's. 5 p. c. gold bonds, authorized and issued, $500,000; dated Sept. 1899, due 1924; denom. $1,000; int. payable Apr. and Sept.

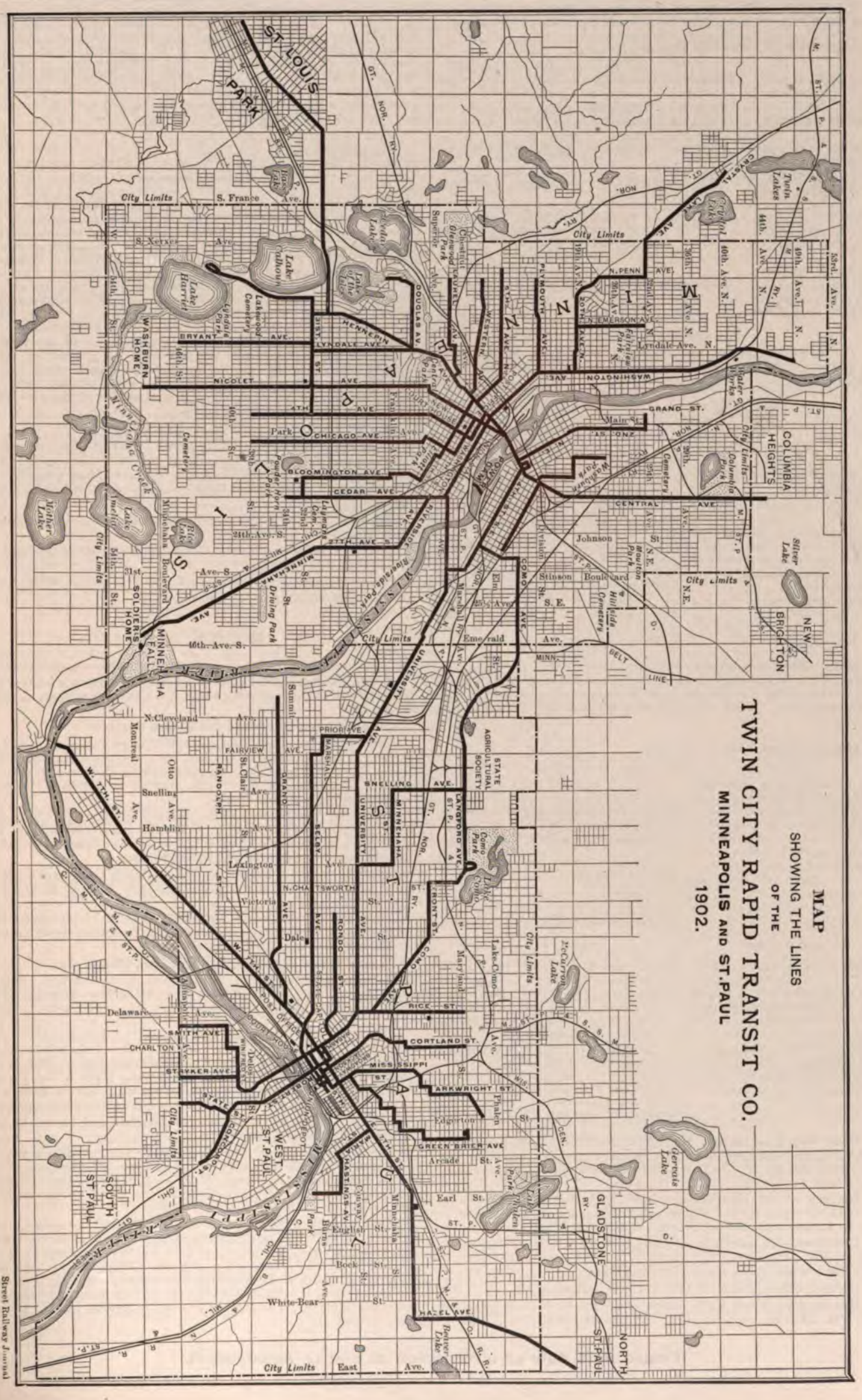
Note.—$680,000 of the cable consolidated mortgage bonds have been reserved by the Farmers' Loan & Trust Co. to redeem prior liens.

The unissued cable consolidated mortgage bonds now in the treasury may be issued and sold against the actual cash cost of new construction at a rate not exceeding $15,000 per mile of track.

Schedule A.

Statement of Funded Debt and 6 per ct. Certificates Jan. 1	1900.	1901.	1902.
MINNEAPOLIS DIVISION.			
First mortgage 7 p. c. due 1910	$ 290,000	$ 270,000	$ 250,000
Second mortgage 6 p. c. due 1913	600,000	600,000	600,000
First consolidated mortgage 5 p. c. due 1919	4,110,000	4,130,000	4,150,000
Total	$5,000,000	$5,000,000	$5,000,000
ST. PAUL DIVISION.			
First mortgage & first consolidated 6 p. c. due 1932-34	$ 680,000	$ 680,000	$ 680,000
Cable cons. mort. 5 p. c. due 1937	3,708,000	3,708,000	3,708,000
Debenture mort. 6. p. c. due 1900	1,000,000		
Minn. & St. Paul Surb. Ry. Co.s 5 p. c. bonds due 1924	450,000	450,000	500,000
Consolidated mortgage bonds of Minneapolis St. Ry. Co. and the St. Paul City Ry. Co., issued Jan. 1, 1902, due 1911			1,000,000
Total	$ 5,838,000	$ 4,838,000	$ 5,888,000
Grand total	$10,838,000	$ 9,838,000	$10,888,000

Please note date of information at end of each report.


MAP
SHOWING THE LINES
OF THE
TWIN CITY RAPID TRANSIT CO.
MINNEAPOLIS AND ST. PAUL
1902.
ST. LOUIS PARK
City Limits
S. France Ave.
Lake Harriet
Lake Calhoun
Lake of the Isles
Lakewood Cemetery
Lyndale Park
WASHBURN HOME
Minnehaha Creek
Lake Nokomis
Mother Lake
Lake Hiawatha
Cemetery
Pine Lake
Minnehaha Boulevard
SOLDIERS HOME
MINNEHAHA FALLS
Riverside Park
Driving Park
Summit Ave.
N. Cleveland Ave.
Montreal Ave.
Ohio Ave.
Snelling Ave.
Hamblin Ave.
Fairview Ave.
St. Clair Ave.
Randolph Ave.
Grand Ave.
Lexington Ave.
Victoria Ave.
Dale
Delaware Ave.
Smith Ave.
Charlton Ave.
Stryker Ave.
Prior Ave.
Marshall Ave.
Selby Ave.
Ashland Ave.
Rondo St.
Snelling Ave.
University Ave.
Minnehaha St.
Langford Ave.
Como Park
Lake Como
Front St.
Como Ave.
Maryland Ave.
Rice St.
Cortland St.
Mississippi St.
Arkwright St.
Edgerton
Phalen
Arcade St.
Earl St.
Minnehaha St.
Bush St.
Burns Ave.
English
Park
Hastings Ave.
County Ditch
Green Briar Ave.
White Bear
Bock St.
Hazel Ave.
Reuter Lake
Gervais Lake
Lake Phalen
McCarrons Lake
Twin Lakes
Silver Lake
Como Park
Columbia Park
Central Park
Franklin Park
Powderhorn Park
Loring Park
Riverside Park
Marcy Park
Mount Olivet Cemetery
Lakewood Cemetery
Oakland Cemetery
Elmwood Cemetery
Columbia Heights
New Brighton
Gladstone
North St. Paul
South St. Paul
West St. Paul
St. Paul
Minneapolis
Lyndale Ave. N.
Washington Ave.
Grand St.
Main St.
Chicago Ave.
Bloomington Ave.
Cedar Ave.
Central Ave.
Johnson St. N.E.
Stinson Boulevard
Emerald Ave.
Hennepin Ave.
Douglas Av.
Western Ave.
Plymouth Ave.
N. Penn Ave.
N. Emerson Ave.
Lyndale Ave. N.
40th Ave. N.
44th Ave. N.
49th Ave. N.
53rd Ave. N.
Nicollet Ave.
4th Ave.
Bryant Ave.
Lyndale Ave.
31st St.
40th St.
46th St.
24th Ave. S.
27th Ave. S.
31st Ave. S.
46th Ave. S.
Como Ave.
Prior Ave.
Snelling Ave.
Fairview Ave.
Marshall Ave.
Selby Ave.
Ashland Ave.
Rondo St.
Smith Ave.
Stryker Ave.
Charlton Ave.
Delaware Ave.
Dale
Victoria Ave.
Lexington Ave.
Hamblin Ave.
Snelling Ave.
Ohio Ave.
Montreal Ave.
N. Cleveland Ave.
Summit Ave.
Grand Ave.
Randolph Ave.
St. Clair Ave.
Fairview Ave.
Prior

Franchises.—This company possesses the exclusive right to operate street cars in and between the cities of St. Paul and Minneapolis.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from pass....	$2,145,093	$2,476,880	$2,814,205	$3,150,498
" other sources.	25,623	45,914	25,150	23,478
" total.....	2,170,716	2,522,794	2,839,355	3,173,976
Operating expenses...	1,019,392	1,156,972	1,304,689	1,415,452
Earnings from opera..	1,151,324	1,365,822	1,534,666	1,758,524
Deductions from earn.				
Interest charges...	713,454	628,243	624,325	666,638
Taxes	64,214			
Net income.....	373,656	737,579	910,341	1,091,886
Divi. on pref. stock....		187,553	204,750	210,000
" " com. stock....		375,250	450,300	600,400
To surplus account....		174,776	255,291	281,487
Total surplus account..	1,988,732	2,163,507	2,418,798	2,700,285
P. c. oper. expenses to total receipts.....	46.96	45.86	45.95	44.60

GROSS RECEIPTS.

The gross receipts of the properties now owned by the Twin City Rapid Transit Co., by periods from 1878 to 1900 inclusive, were as follows:

1878.....	$ 65,520	1890.....	$1,401,397
1880.....	111,344	1895.....	1,988,804
1885.....	520,216	1900.....	2,839,355

OPERATING EXPENSES.

Year ending Dec. 31,	1899.	1900.	1901.
General expenses.....	$ 105,856	$ 156,472	$ 149,798
Maintenance of equipment.....	165,364	159,835	179,768
" " way and structures.	33,820	61,086	85,990
Wages conductors and motormen. Wages inspectors and trans. agts. Conducting transportation (misc.).	602,692	641,196	646,692
Power station expense.....	147,467	170,662	217,947
Insurance.....	6,863	9,489	15,116
Injuries and damages.....	72,910	82,949	97,140
Legal expenses.....	22,000	23,000	23,000
Total	$1,156,972	$1,304,689	$1,415,452

Note.—The company has made arrangements with the owners of a 10,000 H. P. water power at the Falls of St. Anthony to generate at that point electric power for the use of its lines, and has leased its power for a term of forty years at a basis that will add largely to the net revenue.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1899.	1900.	1901.
Cost of road, equip., real est., bldgs., machinery, tools, etc., and stock of other companies	$30,878,740	$30,960,164	$31,606,910
Notes and accounts receivable.	64,176	96,720	99,670
Cash in hand and in banks....	304,835	208,817	373,738
Insurance paid in advance.....			
Material and supplies.....	87,169	8,972	84,512
Int. on current liabilities, paid in advance.....	2,910	526	
Total	$31,337,830	$31,355,969	$32,164,830
LIABILITIES.			
Capital stock, common.....	$15,010,000	$18,010,000	$15,010,000
" " preferred.....	2,700,000	3,000,000	3,000,000
F'nd'd dbt,(see sched. A below).	10,838,000	9,838,000	10,888,000
Unpaid vouchers and accounts.	87,828	44,381	33,079
Trainmen's deposits.....	23,625	23,275	23,350
Taxes accrued.....	62,063	69,894	2,888
Interest accrued.....	216,246	206,471	207,029
Bills payable.....	11,411	520,000	
Dividends payable, Feb. 1.....	225,150	225,150	300,200
Profit and loss (surplus).....	2,163,507	2,418,798	2,700,285
Total.....	$31,337,830	$31,355,969	$32,164,830

Plant and Equipment.—Miles of track, (electric), 255; gauge, 4 ft. 8½ in.; 50 lb. to 80 lb. T and girder rails; 950 cars, of which 650 are electric and 300 are trail cars; Allis engines; Gen. Elec. dynamos and motors.

Officers.—Pres. Thomas Lowry, V. Pres. Sec. & Treas. C. G. Goodrich, Comptroller J. F. Calderwood, Gen. Man. W. J. Hield, Pur. Agt. R. L. Costigan, Elec. & Steam Engr. R. C. Taylor.

Directors.—Thomas Lowry, C. G. Goodrich, Clinton Morrison. Minneapolis; John Kean, Elizabeth, N. J.; J. Kennedy Tod, W. A, Read, New York; A. E. Ames, Toronto, Ont.

General Office, Blaisdell Ave. & 31st St., Minneapolis.

References.—TWIN CITY RAPID TRANSIT CO.—Description of road, Vol. IX, Feb., '93, 102 (ill.); increase of stock, Vol. XI, Mar., '95, p. 183; operating details, Vol. XII, May, '96, p. 282 (ill.); operating detail, Vol. XI., June, '96, p. 346 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 607; MINNEAPOLIS STREET RAILWAY CO.—Description of power plant (brief), Vol. VIII, June, '92, p. 374. INTERURBAN LINE.—Description of road, Vol. VII, Sept., '91, p. 457 (ill.); Vol. IX, Feb., '93, p. 102 (ill.); annual report, Vol. XIII, May, '97, p. 328.—Water power system, Vol. XVI, Aug. 11, '00, p. 767 (ill.), water power system, Vol. XVI, Aug. 11, '00, p. 767, (ill.); annual report, Vol. XVIII, Aug. 24, '01, p. 212; Aug. 31, '01, p. 237.

Date of information, Mar., 1902. z

For map of road see page 163.

The Minneapolis & St. Paul Suburban Railway Co.—This company was incorporated July 1st, 1899, as the successor by purchase at foreclosure sale of all the property and rights of the St. Paul & Suburban Ry. Co., including line of railway from intersection of 7th Street with White Bear Avenue, in the city of St. Paul, to Wildwood, a summer resort owned by the company on White Bear Lake, and from Wildwood to Mahtomedi, a summer residence suburb also on White Bear Lake, in addition to which a new line of suburban railway has been built running from Wildwood to the city of Stillwater, also local lines of street railway in said city of Stillwater. The company does a large excursion and picnic business in the summer to Wildwood, which is fifteen acres in area and is fitted up with a large, handsome casino, skating rink, roller coaster, bath houses, etc. The capital stock of this company is owned by the Twin City Rapid Transit Co., and its road is operated as part of that system.

Capital Stock, authorized and issued, $300,000.

Funded Debt, authorized and issued, $500,000.

Plant and Equipment.—Miles of track (electric), including Twin City report, 23.606; gauge, 4 ft. 8½ in.; 56 lb. T rail; 20-44 ft. cars running on line between St. Paul and Stillwater, and 5 smaller cars on local lines in Stillwater. Power houses at Wildwood and Stillwater.

Officers.—Pres. C. G. Goodrich, V. Pres. & Counsel M.D.Munn, Sec. & Treas. J. F. Calderwood.

Directors.—Thomas Lowry, C. G. Goodrich, M. B. Koon, J. F. Calderwood, M. D. Munn.

General Office, With Twin City Rapid Transit Co., Minneapolis.

Date of information, Mar., 1902. z

MOBILE, ALA.

Population in 1880, 29,132, in 1890, 31,076, in 1900, 38,469.

Mobile Street Railroad Co.—Chartered 1892, as a successor to the Mobile Street Ry. Co., which was sold under foreclosure of mortgage in 1892.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $240,000; coupon, but may be registered; dated May 1, 1893, due 1923; int. payable May and Nov., at office of National City Bank, of New York; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

Plant and Equipment.—Miles of track (electric) 23; gauge, 5 ft. 2½ in.; 45 lb. to 70 lb. T and girder rail; 36 motor cars and 14 trail cars; McI. & S. engines of 1,000 H. P., Gen. Elec. dynamos (of 650 K. W.) and motors, Stephenson and Laclede cars.

Officers.—Pres. J. C. Morris, V. Pres. F. J. Gasquet, Sec. R. B. Owen, Treas. & Gen. Man. R. Semmes, Ch. Eng. & Elecn. J. F. McAviney.

Directors.—J. C. Morris, William Agar, F. J. Gasquet, New Orleans; James Stillman, and Lawrence Turnure, New York; J. H. Masson, Mobile; Louis Grunewald.

General Office, Anthony and Royal Sts., Mobile, Ala.

References.—Description of road, Vol. X, Apr., '93, p. 243 (ill.)· Vol. X, Souv., '94, p. 36 (ill.); park, Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Feb., 1902. z

Mobile Light & Railroad Co.—Chartered Feb. 6, 1897, in perpetuity. This is a consolidation of the Mobile Light & Ry. Co. and the Mobile Street R. R. Co. Annual meeting, second Monday in Feb. This company also operates an extensive electric lighting plant.

Capital Stock.—Common stock, authorized and issued, $2,250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $2,250,000, issued, $800,000, in treasury, $1,450,000 (see note); dated Sept. 1, 1901, due 1941; denom. $1.000; int. payable Mar. and Sept., at New York Security & Trust Co., of New York, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 42; gauge, 4 ft. 8½ in.; 60, 70, 80 and 88 lb. rail; 91 cars, of which 67 are motor cars and 24 trail cars; 2,750 H. P. engines, 1,300 K. W. railway dynamos; McIntosh & Seymour, Hamilton and Corliss engines, Stirling boilers, Gen. Elec. West. and Siemens & Halske dynamos and motors, Brill, Jones and Stephenson cars, Peckham and Brill trucks; approximate value real estate and building, $160,000; 10,000 incandescent lights, arc and motor circuits.

Please note date of information at end of each report.

Officers.—Pres. & Gen. Man. J. H. Wilson, V. Pres. S. H. Wilson, Sec. & Treas. C. W. Chase, Ch. Engr. of Power Station, Jos. Maloney, Elecn. S. M. Coffin.

Directors.—J. H. Wilson, W. H. Patterson, S. H. Wilson, Chas. D. Willoughby, L. Lowenstein, C. W. Chase, W. E Gordon.

General Office, Mobile, Ala.

Date of information, Feb., 1902. z

MOHAWK, N. Y.

Population in 1880, 1,441, in 1890, 1,806, in 1900, 2,369.

Herkimer, Mohawk, Ilion & Frankfort Electric Railway Co.—Chartered Feb. 4, 1895, as a consolidation of the Herkimer & Mohawk Street R. R. Co., the Mohawk & Ilion Horse R. R. Co. and the Frankfort & Ilion Street Ry. Co. Annual meeting first Tuesday in Feb. This road is now owned and operated by the Utica and & Mohawk Valley Ry. Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated May 1, 1895, due Jan. 1, 1926; denom. $1,000; int. payable Jan. and July, at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$40,945		$41,555	$51,064	$53,477
" other sources	403		621	138	250
" total	41,348	$38,631	42,176	51,202	53,727
Operating expenses	19,956	18,388	18,594	28,416	27,954
Earnings from operation	21,392	20,243	23,582	22,786	25,773
Deductions from earnings.					
Interest	8,733	9,027	9,017	9,280	9,445
Taxes	1,702	1,281	1,405	1,586	1,780
Net income	10,957	9,935	13,160	11,920	14,548
Dividends paid	9,000	9,000	9,000	9,000	9,000
To surplus account	1,957	935	4,160	2,920	5,548
Total surplus acct	14,287	15,222	19,382	22,302	27,094
P.c.op.exp.to to.rects	48.3	47.6	44.0	54.6	52.0

Dividends, in 1896, 1897, 1898, 1899, 1900 and 1901, 6 p. c.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 4,450	$ 4,083	$ 3,889	$ 4,245	$ 7,124
Transportation expenses	11,382	11,032	10,745	11,189	12,840
Maint. of way and building	1,420	1,600	1,617	2,793	3,152
" " equipment	2,704	1,673	2,343	10,189	4,838
Total	$19,956	$18,388	$18,594	$28,416	$27,954

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.	1901.
Passengers carried	899,088	1,109,796	1,157,256
Car miles run	173,445	197,403	208,573
Total receipts per car mile	$.243	$.259	$.257
Operating expenses per car mile	.107	.144	.134

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$232,838	$233,309	$233,257	$233,871	$363,199
" equipment	107,901	110,609	110,659	125,946	
Cash assets	1,404	1,392	2,658	1,790	1,011
Open accounts	232	223	40	997	357
Materials and supplies	557	426	63		348
Total	$342,932	$345,950	$346,677	$362,604	$364,914
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Loans				29,500	34,500
Accrued interest	3,750	3,750	3,750	3,750	
Accounts payable	24,896	26,987	23,545	7,052	3,320
Profit and loss (surplus)	14,286	15,222	19,382	22,302	27,094
Total	$342,932	$345,959	$346,677	$362,604	$364,914

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 65 lb. T rail; 10 motor cars and 2 trail cars; 400 H. P. station plant, Ball & Wood & Watertown engines, Gen. Elec. and West. dynamos, Gen. Elec. motors, American cars, Diamond trucks.

OFFICERS.—See Utica & Mohawk Valley Ry. Co.

GENERAL OFFICE, Mohawk, N. Y.

Date of information, Dec., 1901. b

MOLINE, ILL.

Population in 1880, 7,800, in 1890, 11,995, in 1900, 18,288.

Moline Central Street Railway Co.—This road has been purchased by the Tri City Ry. Co., of Davenport, Ia.

Date of information, Jan., 1902. z

MONONGAHELA CITY, PA.

Population in 1880, 2,904, in 1890, 4,096, in 1900, 5,173.

Monongahela City Street Railway Co.—Chartered Feb. 21, 1893; operation began Sept. 30, 1895.

CAPITAL STOCK, $15,000.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from operation	$3,232	$3,020	$3,026	$3,370	$5,548
" other sources		28			
" total	3,232	3,048	3,026	3,370	5,548
Operating expenses	3,906	3,438	3,465	3,163	2,548
Earnings from operation	* 674	* 390	* 439	207	3,000
Taxes			128	128	229
Net income				79	2,771
Total surplus account					2,850

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$14,180	$14,180	$14,180	$14,180	$14,180
Cost of equipment	1,850	1,850	1,850	1,850	7,195
Cash	209				
Profit and loss (deficit)		390	957	79	
Total	$16,240	$16,420	$16,987	$16,109	$21,375
LIABILITIES.					
Capital stock	$15,000	$15,000	$15,000	$15,000	$15,000
Current liabilities	1,030	1,420	1,987	1,109	3,525
Profit and loss (surplus)	210				2,850
Total	$16,240	$16,420	$16,987	$16,109	$21,375

PLANT AND EQUIPMENT.—Miles of track (electric) 1.5; 1 motor car.

OFFICERS.—Pres. W. J. Berryman, Sec. F. M. Ross, Treas. W. S. Mitchell, Asst. Sec. W. H. Rogers.

DIRECTORS.—W. J. Berryman, C. F. Thompson, F. M. Ross; W. S. Mitchell, J. M. Downer, Chas. G. McIllvane.

GENERAL OFFICE, Monongahela City, Pa.

Date of information, Aug., 1901. b

MONTEREY, CAL.

Population in 1880, 1,396,in 1890, 1,662, in 1900, 1,748.

Monterey & Pacific Grove Street Railway & Electric Power Co.—Chartered Aug. 12, 1890, for fifty years.

CAPITAL STOCK, authorized, $180 000, issued, $96,240; par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 3 ft. 6 in.; 20 lb. T rail; 40 horses, 11 horse cars, Fitzgerald cars.

OFFICERS.—Pres. T. J. Field, V. Pres. O. S. Trimmer, Sec. & Gen. Man. F. A. Botsch, Treas. Bank of Monterey.

REFERENCE.—Sale, Vol. IX, Jan., '93, p. 52.

Date of information, Feb., 1901. z

MONTGOMERY, ALA.

Population in 1880, 16,713, in 1890, 21,883, in 1900, 30,346.

Montgomery Street Railway Co.—Chartered 1893, in perpetuity. This is a consolidation, in 1893, of the Montgomery Terminal Street Ry. Co. and the Cloverdale Street R. R. Co.

CAPITAL STOCK, authorized, $350,000, issued, $290,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $350,000, issued, $290,000; dated 1893, due 1923; int. payable Feb. and Aug., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. The unissued bonds may be sold at the company's discretion.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 51½ lb. to 84 lb. T and girder rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, own cars; rent power from light company.

OFFICERS.—Pres. J. W. Dimmick, Sec. J. T. Darline, Treas. G. W. Craik, Gen. Man. Pur. Agt. & Elecn. R. F. Scott.

GENERAL OFFICE, 21 Dexter Ave.

REFERENCES.—Description of road, Vol. X, Apr. '94, p. 240 (ill.); (brief), Vol. X, Souv., '94, p.34; receivership, Vol. IX, Apr., '93, p. 209; separate car acts and ordinances for colored race, Vol. XVI, July 28, '00, p. 681, Aug. 25, '00, p. 782.

Date of information, Mar., 1901. d

Montgomery Suburban Street Railway Co.—Chartered Jan., 1896, as the successor to the West End & Riverside Park Electric Street Ry. Co. Municipal franchise granted July 17, 1891, for indefinite years. Annual meeting third Wednesday in January.

CAPITAL STOCK, authorized and issued, $100,000, par value $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; West. engines, West. dynamos and motors, Brill cars; rent steam power.

OFFICERS.—Pres. Henry Fonde, V. Pres. E. L. Russell, (Mobile, Ala.), Sec. Edward A. Graham, Treas. & Gen. Man. H. S. Jones.

GENERAL OFFICE, Montgomery, Ala.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 479 (ill.); (brief), Vol. X, Apr., '94, p. 240; Vol. X, Souv., '94, p. 34.

Date of information, Dec, 1900. z

MONTOURSVILLE, PA.

Population in 1880, 1,193, in 1890, 1,278, in 1900, 1,462.

Montoursville Passenger Railway Co.—Chartered June 28, 1897. Commenced operation Dec. 16, 1897. This is an interurban railway connecting Montoursville and Williamsport, Pa. On Oct. 22. 1899, the capital stock of this company was purchased by the Railways Company General, of Philadelphia.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT, authorized and issued, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 56 lb. T rail, 7 cars, of which 6 are motor cars, and 1 trail car; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. Evans R. Dick, Sec. & Treas. John J. Collier, Supt. John Coonan.

DIRECTORS.—Evans R. Dick, J. O. Hoffman, R. H. Rushton, Jay Cooke 3d, George S. Graham, all of Philadelphia, Pa.

GENERAL OFFICE, North American Bldg., Philadelphia, Pa.

Date of information, Mar., 1902. z

MONTREAL, QUE.

Population in 1881, 155,237, in 1891, 216,650, in 1901, 350,000.

Montreal Street Railway Co.—Chartered May 18, 1861. Annual meeting in November.

Franchises.—Municipal franchises granted in 1892, expire in 1922.

Capital Stock, authorized, $10,000,000, issued, $6,000,000; par value, $50 per share.

Funded Debt.—First series mortgage 5 p. c. bonds, authorized, $2,500,000, issued, $292,000; coupon, but may be registered; dated Mar. 1, 1888; due 1908; denom. $500; int. payable Mar. and Sept. at office of Bank of Montreal, of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Second series mortgage 4½ p. c. bonds, authorized and issued, $681,333; coupon, but may be registered; dated Aug. 1, 1891, due 1922; denom. $500; int. payable Feb. and Aug. at office of Bank of Montreal of London, Eng.; trustee of mortgage, Montreal Trust & Deposit Co., of Montreal.

Both series rank equally, and are secured by the same deed of trust.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts..	$1,342,368	$1,471,940	$1,660,776	$1,769,905	$1,900,680
Op. exp.& taxes.	736,429	764,885	912,950	992,925	1,105,267
Earn. from oper.	605,939	707,055	747,826	776,980	795,413
Deduc. from earn. Int. on bonds. Franchise chg's	98,083	105,351	116,955	129,733	146,162
Other deductions.				50,000	50,000
Net income.....	507,856	601,704	630,871	597,247	599,252
Dividends paid..	360,000	462,917	478,333	512,500	551,700
To surplus acct..	139,522	138,787	152,537	84,747	47,552
Total surpl's acct	334,247	373,035	475,572	560,319	607,870
P. c. oper. exp. to total receipts..	54.87	52.15	55.23	56.34	58.52
Stock rec. div's..	4,100,000	4,700,000	4,783,333	5,125,000	6,000,000

Dividends paid, in 1896, 9 p. c.; in 1897, 9 p. c.; in 1898, 1899 1900 and 1901, 10 p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Pass. carried.	32,047,317	35,353,036	40,186,493	43,362,262	46,741,660
Transfers....	8,765,903	10,508,603	12,060,857	13,194,974	14,215,784
Increase over prec'd year..	2,150,846	3,305,719	4,833,457	3,175,769	3,379,398

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....	$2,901,959	$3,048,731	$3,162,843	$3,239,814
" equipment ...	2,093,062	2,309,478	2,555,365	2,839,764
Real estate and bldgs.	1,207,942	1,395,268	1,557,785	1,588,739
Cash assets.....	171,491	115,740	203,317	408,152
Other assets.....	40,421	54,161	48,256	76,620
Accounts receivable...	20,796	15,886	43,398	61,789
M. P. & I. Co.'s stock and bonds.....				1,105,485
Total.....	$6,435,671	$6,939,264	$7,570,964	$9,320,363
LIABILITIES.				
Capital stock (paid in).	$4,700,000	$5,000,000	$5,497,055	$6,000,000
Funded debt.....	973,333	973,333	973,333	973,333
Mortgages.....	5,015	6,035	6,035	6,035
Accounts and wages payable.....	60,321	83,826	69,588	103,915
Interest and taxes....	69,525	82,070	90,231	98,157
Dividends payable...	117,500	124,166	135,000	139,200
Other liabilities.....	136,942	194,262	239,403	291,852
Bank of Montreal loan				1,100,000
Profit and loss (surp.)	373,035	475,572	560,319	607,870
Total.....	$6,435,671	$6,939,264	$7,570,964	$9,320,363

Plant and Equipment.—Miles of track (electric), 103; gauge, 4 ft. 8½ in.; 56 lb. T, 72 lb. and 83 lb. and 95 lb. grooved girder rail; 698 motor cars and 28 trail cars, 19 electric sweepers; 15,000 H. P. station plant; Laurie and Pennsylvania Iron Works engines, Babcock & Wilcox and Daniel Adamson (Lancashire, Eng.) boilers, Gen. Elec. and West. dynamos and motors, various cars, Blackwell trucks

Officers.—Pres. L. J. Forget, V. Pres. James Ross, Sec. & Treas. W. G. Ross, Gen. Man. Fred L. Wanklyn, Supt. M. J. Kennedy, Engr. of Power Station H. R. Lockard.

Directors.—L. J. Forget, James Ross, K. W. Blackwell, H. Montagu Allan, F. C. Henshaw.

General Office, 574 Craig St.

References.—Description of road, Vol. X, Sept., '94, p. 573 (ill.); description of track construction, Vol. IX, Dec., '93, p. 787 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. X, Apr., '93, p. 274; increase of bonds, Vol. IX, Oct., '93, p. 697; annual report, Vol. IX, Nov., '93, p. 777; Vol. IX, Dec., '93, p. 842; general information, Vol. VIII, Oct., '92, p. 606; details of re-equipment, Vol. IX, Oct., '93, p. 697; description of road, Vol. XI, Souv., '95, p. 11 (ill.); power station records, Vol. XI, Dec., '95, p. 791; description of road (brief), Vol. XII, Oct., '96, p. 607; annual report (brief), Vol. XII, Dec., '96, p. 790; annual report, Vol. XIII, Dec. '97, p. 874; annual meeting Vol. XVI, Nov., 17, '00, p. 1134 (tables).

Date of information, Mar., 1902. z

For map of road see page 167.

Montreal Park & Island Railway Co.

Capital Stock.—Common stock, $720,900.

Preferred Stock, $315,000.

Funded Debt.—First mortgage, 6 p. c. bonds, $1,025,000.

Operation.—Year ending Dec. 31,

	1898.	1899.	1900.	1901.
Receipts from passengers...	$104,761	$109,989	$119,845	$123,464
" " other sources.	208	1,972	3,877	5,214
" total.....	104,969	111,961	123,722	128,678
Op. exps., includ. taxes, etc.	70,976	68,964	75,659	100,096
Earnings from operation....	33,993	42,997	48,063	28,582
Per cent. of op. exp. to total receipts.....	67.62	61.64	61.15	77.78

Plant and Equipment.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 56 lb. T rail; 31 motor cars; Robb engines, Royal, West. and Walker dynamos and motors, Brill, Rathbun, Larivière, Patterson & Corbin and Crossen cars.

Officers.—Pres. L. J. Forget, V. Pres. James Ross, Man. Director F. L. Wanklyn, Sec. & Treas. W. G. Ross, Supt. M. J. Kennedy.

Directors.—Fred C. Henshaw, K. W. Blackwell, H. Montagu Allan, F. L. Wanklyn, W. G. Ross.

General office, Street Railway Chambers, Montreal.

References.—Description of road, Vol. XI, Souv., '95, p. 22; power station problem, Vol. XII, June, '96, p. 358.

Date of information, Jan., 1902. z

Montreal Terminal Railway Co.—This is a general passenger and freight railway, running from the Hochelaga Station of the Canadian Pacific Railway to the eastern end of the Island of Montreal. It does all the switching of the Canadian Pacific Ry. to the eastward of Montreal.

Capital Stock, authorized and issued, $500,000.

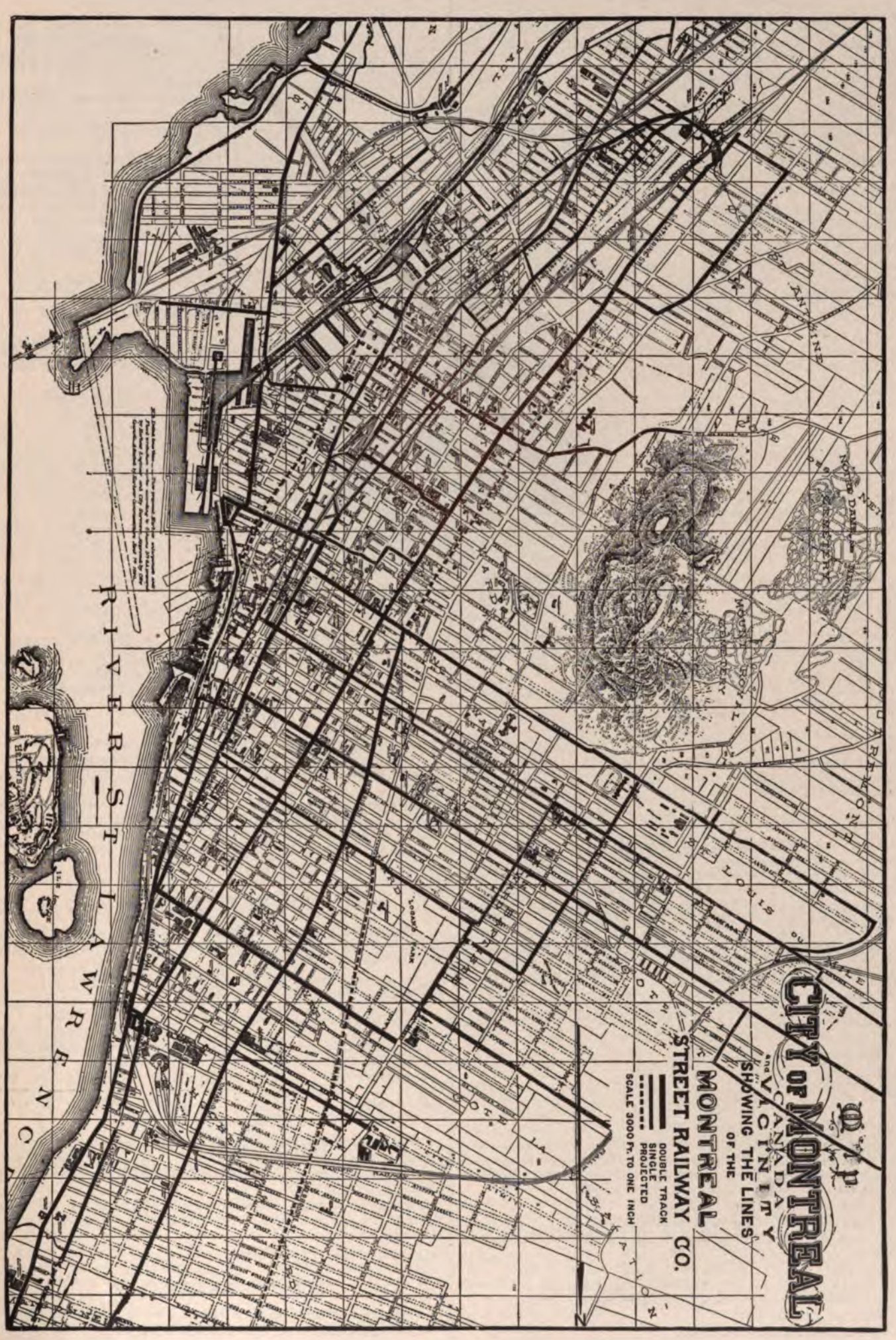
Passengers carried in 1901, 402,220; net revenue in 1900, $20,294, in 1901, $23,646.

Plant and Equipment.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T rail; 17 motor cars; Gen. Elec. dynamos and motors; Taylor trucks.

Officers.—Man. Director J. P. Mullarkey, Supt. John Rowley.

Date of information, Jan., 1902. z

Please note date of information at end of each report.


RIVER ST LAWRENCE
CITY OF MONTREAL
AND VICINITY
SHOWING THE LINES
OF THE
MONTREAL
STREET RAILWAY CO.
DOUBLE TRACK
SINGLE
PROJECTED
SCALE 3000 Ft. TO ONE INCH
N

MONTVILLE, CONN.

Population in 1880, 2,664, in 1890, 2,344, in 1900, 2,395.

Montville Street Railway Co.—Chartered May 24, 1889. Annual meeting 1st Monday in Oct.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $350,000, issued $250,000; dated May 1, 1900, due 1920; denom. $1,000; coupon, but may be registered; subject to call after 1905, at 105; int. payable May and Nov., at office of American Loan & Trust Co. of Boston, trustee of mortgage, Treasurer of State of Connecticut.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$66,413
" " other sources	12,198
" total	78,611
Operating expenses	38,439
Earnings from operation	40,172
Deductions from earnings.	
Interest	12,500
Taxes	3,600
Net income	24,071
Dividend	15,000
To surplus account	9,071
Total surplus account	10,814

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	1,326,338
Car miles run	191,988
Gross receipts per car mile	$.409
Operating expenses per car mile	.200

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1900.	1901.
Cost of road	$202,639	$354,500
Cost of equipment	283,980	152,836
Other property	18,140	
Cash	5,890	7,735
Bills and accounts receivable	2,585	1,791
Materials and supplies	1,031	1,998
Other assets	409	
Total	$514,674	$518,860

LIABILITIES.

Capital stock	$250.000	$250,000
Funded debt	250,000	250,000
Accrued interest	2,083	2,083
Bills and accounts payable	56	5,962
Profit and loss (surplus)	12,535	10,814
Total	$514,674	$518,860

PLANT AND EQUIPMENT.—Miles of track (electric), owned 10.67, leased, 2.56; gauge, 4 ft. 8½ in.; 60 lb. T rail; 14 motor cars, Prov. engines, Gen. Elec. generators and motors, Newburyport cars, Peckham trucks.

OFFICERS.—Pres Wm. A. Tucker, Sec. W. A. Briscoe, Treas. P. L. Saltonstall. Supt. W. L. Adams.

DIRECTORS.—B. P. Learned, Walter Learned, New London; Chas. W. Comstock, Montville; W. A. Briscoe, Norwich; Wm. A. Tucker, P. L. Saltonstall, Stillman; F. Kelly, Boston, Mass.

GENERAL OFFICE, Norwich, Conn.

PRES. AND TREAS. OFFICE, 53 State St., Boston Mass.

POWER STATION, Thamesville, Conn.

Date of information, Jan., 1902. z

MORAVIA, N. Y.

Population in 1880, 1,540, in 1890, 1,486.

The Syracuse, Skaneateles & Moravia Railroad Co.—Chartered Aug. 22, 1901. Annual meeting first Monday in Sept. Contracts have been let, and as soon as balance of right of way is secured, work on the construction of the road will commence.

CAPITAL STOCK, authorized, $1,000,000.

OFFICERS.—Pres. Wing T. Parker, V. Pres. Henry J. Hubbard, Sec. Joseph Parker, Treas. Thomas W. Downing, Ch. Engr. Walter L. Webb.

DIRECTORS.—W. T. Parker, H. J. Hubbard, Jos. Parker, T. W. Downing, C. R. Milford, John Andrews, F. B. Ryan, H. J. Fernald, E. S. Griffing, B. S. Townsend, W. L. Van Duyne.

GENEPAL OFFICE, Moravia, N. Y.

Date of information, Feb., 1902. z

MORRIS, ILL.

The Illinois & Wisconsin Railroad Co.—Chartered June 19, 1900, for 50 years. This company was organized to construct an electric railway from Morris through Grundy, Kendall and La Salle counties to Sycamore, in De Kalb county, and then to the state line, with several branches, a total of about 110 miles.

CAPITAL STOCK, authorized, $1,000,000, common stock, $750,000, preferred stock, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized. $2,500,000 issued, Mar., 1901, none.

OFFICERS.—Pres. Sidney B. Jones, V. Pres. David Nichols, Sec. O. P. Applegate, Treas. Edward List, Ch. Engr. W. S. Gamble.

DIRECTORS.—Sidney B. Jones, David Nichols, O. P. Applegate, J. E. Turpin, G. I. Hicks, Preston McGrain, James Branan, Emil Arnold.

GENERAL OFFICE, 215 Dearborn St., Chicago, Ill.

POWER STATION to be erected at Sycamore, Ill.

Date of information, Mar., 1902. z

MT. CARMEL, PA.

Population in 1900, 13,179.

Ashland & Centralia Electric Railway Co.—Chartered June 13, 1899. This road is leased to the Shamokin & Mt. Carmel Electric Ry. Co.

CAPITAL STOCK, $60,000.

FUNDED DEBT, $60,000.

OPERATION.—Year ending June 30, 1901.

Total receipts	$11,532
Operating expenses	4,920
Earnings from operation	6,612
Deductions from earnings.	
Interest	2,400
Taxes	75
Rentals	1,618
Other deductions	79
Net income	2,440

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$123,150	Capital stock	$ 60,000
Other permanent invest.	3,000	Funded debt	60,000
		Current liabilities	3,709
		Profit and loss (surplus)	2,441
Total	$126,150	Total	$126,150

PLANT AND EQUIPMENT.—Miles of track (electric), 3.

OFFICERS.—Pres. Thomas M. Righter, Mt. Carmel, Pa.; Sec. & Treas. Israel G. Erb, Lititz, Pa.; Gen. Man. G. M. Smith, Mt. Carmel, Pa.

DIRECTORS.—Voris Auten, Mt. Carmel, Pa.; Morris Williams, Wilkes Barre, Pa.; H. T. Snavely, Junction, Pa.; I. G. Erb, Lititz, Pa.; C. Smith, Annville, Pa.; W. A. Marr, Ashland, Pa.

GENERAL OFFICE, Mt. Carmel, Pa.

Date of information, Mar. 1902. z

MOUNT HOLLY, N. J.

Mount Holly Street Railway Co.—Annual meeting first Friday in Nov. This road was leased to Joseph Cross, Mount Holly, N. J., for the year 1901.

CAPITAL STOCK, authorized, $10,000, issued, $9.800.

FUNDED DEBT.—None.

OPERATION.—Year ending Dec. 31,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts	$1,553	$1,297	$1,352	$1,228	$1,120	$ 941
Oper'g exp. and fixed charges	1,516	1,390	1,332	1,400	1,109	1,058
Net income	37	*93	20	*172	11	*117

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 5 ft. 2 in.; 3 horses, 4 horse cars.

OFFICERS.—Pres. Amos Gibbs, Sec. & Treas. Clarence H. Polhemus.

DIRECTORS.—Amos Gibbs, Joseph Cross, Edward D. Stokes, Samuel H. Chambers, John D. Johnson, Robert S. Gaskill, Clarence H. Polhemus.

Date of information, Feb., 1902. b z

MOUNT VERNON, N. Y.

Population in 1880, 4,586, in 1890, 10,830, in 1900, 17,000.

See Interurban Street Ry. Co., New York City.

Please note date of information at end of each report.

MOUNT VERNON, O.

Population in 1880, 5,249, in 1890, 6,027, in 1900, 6,633.

Mount Vernon Electric Railway Co.—Municipal franchise granted 1894, for 25 years. This company owns and manages Lake Hiawatha Park, one of the finest summer and pleasure resorts in Ohio. The Mt. Vernon Electric Light Co. and this company are to be consolidated under one organization, to be known as the Ohio Light & Ry. Co.

CAPITAL STOCK, authorized, $400,000, issued, $75,000, in treasury, $325,000.

FUNDED DEBT.—First mortgage 6 p. c. currency bonds, authorized, and issued, $30,000; coupon, but may be registered; int. payable at the Knox National Bank, of Mount Vernon; trustee of mortgage, J. M. Ewalt.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 8 cars, of which 4 are motor cars and 4 trail cars; 300 H. P. station plant; Gen. Elec. dynamos and motors, Barney & Smith cars.

OFFICERS.—Pres. J. W. O'Neill, Sec. & Gen. Man. C. E. Johnson, Treas. E. Q. Jackson.

REFERENCE.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Mar., 1902. x

Central Ohio Electric Interurban Railway Co.—Chartered Sept. 20, 1894. to build electric railways in central Ohio, through some of the richest farming and fruit districts in the state, also containing an abundance of building stone, etc. As soon as the company can place its bonds, it will begin constructing a line from Mount Vernon to Marion, a distance of 45 miles, with 3 miles of sidings and branches, This will be a passenger, mail, express and freight road. Annual meeting in Jan.

CAPITAL STOCK, authorized, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $1,000,000; due, Nov. 1, 1915; trustee of mortgage, Cleveland Trust Co., of Cleveland, O.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 60 lb. rail.

OFFICERS.—Pres. & Gen. Man. F. W. Jones, V. Pres. J. J. Henry, Sec. D. E. Sapp, Treas. G. A. Jones. Jr.

DIRECTORS.—G. A. Jones, G. A. Jones, Jr., F. W. Jones, J. J. Henry, D. E. Sapp.

GENERAL OFFICE, 28 Public Square, Mount Vernon, O.

Date of information, Jan., 1901. z

MUSCATINE, IA.

Population in 1880, 8,295, in 1890, 11,454, in 1900, 14,073.

Muscatine Electric Railway Co.—Chartered Feb., 1893, for 25 years. This is a consolidation of the Muscatine Street Ry., the Muscatine Electric Light & Power Co., and the Home Electric Light & Power Co. It operates street railway, electric light and power, gas, and steam heating plants.

CAPITAL STOCK, issued, $300,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; coupon, but may be registered; dated Nov. 1, 1898, due 1913, but payable at the option of the company after 1908; int. payable at office of Manhattan Trust Co., of New York, trustee of mortgage.

STREET RAILWAY PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 48 lb. T rail; 20 cars; Ide engines, Gen. Elec. dynamos and motors, American cars.

The company also owns 12 miles of gas main, 15 miles of electric light main, and furnishes both gas and electric light for streets, business houses and dwellings. Its steam heating plant furnishes heat for stores, hotels and residences.

OFFICERS.—Pres. L. W. Prior, (Cleveland, O.) V. Pres. M. A. Devitte, Sec. & Treas. H. W. Huttig, Supt. & Pur. Agt. H. T. Fiske.

Date of information, Dec., 1901. d

MUSKEGON, MICH.

Population in 1880, 11,262, in 1890, 22,702, in 1900, 20,818.

Muskegon Traction & Lighting Co.—This is the successor to the Muskegon Street Ry. Co., which was chartered Jan., 1897, as a reorganization of the Muskegon Ry. Co., whose property was sold on Jan. 5, 1897, under foreclosure of the second mortgage to the holders of the first mortgage bonds.

CAPITAL STOCK, authorized, $600,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 35 cars, of which 20 are motor cars and 15 trail cars; West. dynamos and motors, Brill, St. Louis and Jackson & Sharp cars.

OFFICERS.—Pres. F. A. Nims, V. Pres. Liddon Flick, Sec. & Treas. Theodore S. Barber, Gen. Man. & Pur. Agt. F. S. Richmond, Ch. Engr. W. Gile.

GENERAL OFFICE, 99 Western Ave.

REFERENCES.—Description of road, Vol. VI, Aug., '90, p. 384 (ill.); receivership, Vol. XI, Feb., '95, p. 124.

Date of information, Mar., 1902. z

NANTICOKE, PA.

Population, 1880, 3,884, in 1890, 10,044, in 1900, 12,116.

People's Street Railway Co.—Chartered Sept., 1892, to build a railway to connect Nanticoke, Glen Lynn and Wanamie.

CAPITAL STOCK, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$35,399	$20,569	$20,104	$21,939	$25,137
Operating expenses	10,186	10,551	11,998	11,732	20,322
Earn'gs from operation..	25,213	10,018	8,106	10,207	4,815
Deductions from earn'gs.					
Interest	600	5,280		6,000	6,000
Taxes	225	319	280	1,234	754
Other deductions	20,661	3,776			
Net income	3,727	643	7,826	2,973	*1,939
Dividends paid			8,284	2,000	
Total surplus	4,254	4,897	4,438	5,410	3,471

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$151,730	$151,730	$151,730	$151,730
" equipment	48,915	48,915	48,915	48,915
Cash	4,896	4,438	5,411	3,471
Material and supplies	1,627	1,952	2,554	2,355
Bonds unsold	12,000			
Other accounts	495	603		
Total	$219,663	$207,638	$208,610	$206,471
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000
Interest	7,422	3,000	3,000	3,000
Loans and interest	6,870			
Accounts payable	474	200	200	
Profit and loss (surplus)	4,897	4,438	5,410	3,471
Total	$219,663	$207,638	$208,610	$206,471

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 10 motor cars.

OFFICERS.—Pres. K. M. Smith, V. Pres. George T. Morgan, Sec. & Treas. R. H. Conover.

DIRECTORS.—Geo. T. Morgan, K. M. Smith, R. H. Conover, M. C. Dizer, A. E. Pond.

GENERAL OFFICE, Nanticoke, Pa.

Date of information Jan., 1902. b z

NASHUA, N. H.

Population in 1880, 13,397, in 1890, 19,311, in 1900, 23,898.

Nashua Street Railway.—Chartered Aug. 14, 1885. On Nov. 7, 1900, this company was consolidated with the Lowell, Lawrence & Haverhill St. Ry. Co. through the Lowell & Suburban Ry., and is leased to and operated by the Boston & Northern Street Ry. Co.

CAPITAL STOCK, authorized, $325,000, issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4 p. c. coupon bonds, authorized and issued, $150,000; coupon, but may be registered; dated Oct. 1, 1901, due 1931, subject to call Oct. 1, 1906; denom. $1,000; int. payable Apr. and Oct., at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Receipts from pass.	$53,076	$60,500	$59,655	$61,834	$63,895
" other sources	564	604	605	550	617
" total	53,640	61,104	60,260	62,384	64,512
Operating expenses	43,067	43,924	44,387	42,643	45,032
Earnings from operation.	10,573	17,180	15,873	19,741	19,480
Deductions from earnings.					
Taxes	56	10,675	788	879	1,471
Interest on notes	97		1,468	1,861	2,476
Coupons on bonds	8,750		9,000	9,000	9,000
Other deductions	12,518		†4.716		135
Net income	*10,848	6,505	*99	8,001	6,398
To surplus account,	*10,848			8,001	6,398
To re-appraisal of prop.	*47,034	*42,956	*43,055	*40,171	54,623
Total surplus account					20,850

*Deficit.
†Depreciation account.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1895.	1896.	1897.	1898.	1899.
General expenses	$ 2,522	$ 4,641	$ 5,320	$ 4,025	$ 4,765
Maintenance of way and buildings	542	1,670	1,840	2,734	2,979
Maintenance of equip	2,683	1,795	2,023	2,409	2,191
Transportation expenses	22,417	34,961	34,741	35,219	32,708
Total	$28,164	$43,067	$43,924	$44,387	$42,643

STATISTICS OF TRAFFIC.

Year ending June 30.	1895.	1896.	1897.	1898.	1899.
Passengers carried	546,013	954,333	1,222,955	1,213,225	1,260,060
Car miles run	174,200	400,353	462,459	464,276	445,982
Total rec. per car mile	$.154	$.134	$.132	$.130	$.139
Operating expenses per car mile	.162	.108	.0905	.093	.095

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$307,696	$306,055	$307,240	$369,716	$371,634
Equipment	61,543	61,620	61,620	63,349	63,442
Land and buildings	38,121	38,356	38,956	39,624	44,535
Cash and cash assets	2,894	2,852	7,967	13,558	
Bills and accts. receiv.					500
Material and supplies	1,575	1,954	1,182	1,925	
Other assets	4,923	2,853		575	1,697
Profit and loss (deficit)	42,956	43,055	40,171		
Total	$459,708	$456,745	$457,136	$488,751	$481,808
LIABILITIES.					
Capital stock	$250,000	$250,000	$250,000	$250,000	$300,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Unfunded debt	59,708	53,887	54,806	63,253	
Current liabilities					19,744
Accrued interest		2,504	2,330	4,184	
Sinking fund		354		464	
Profit and loss (surplus)				20,850	12,063
Total	$459,708	$456,745	$457,136	$488,751	$481,808

PLANT AND EQUIPMENT.—Miles of track (electric), 15.35; gauge, 4 ft. 8½ in.; 56 lb. T and 84 lb. girder rail; 1 horse, 31 cars, of which 23 are motor cars and 8 trail cars, 25 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. John A. Fisher, Sec. John P. Goggin, Treas. J. H. Goodspeed, Gen. Man. E. C. Foster, Supt. Franklin Woodman, Div. Supt. Thomas Lees, Elecn. Chas. F. Bancroft and D. Dana Bartlett.

DIRECTORS.—John A. Fisher, Fred C. Anderson, J. P. Goggin, Nashua, N. H.; Jos. H. Goodspeed, Boston, Mass.; P. F. Sullivan, Lowell, Mass.; E. C. Foster, Lynn.

GENERAL OFFICE, 64 E. Pearl St., Nashua, N. H.

POWER STATION, Lowell, Mass.; sub-station Hudson, N. H.

Date of information, Feb., 1902. b z

NASHVILLE, TENN.

Population in 1880, 43,350, in 1890, 76,168, in 1898, in 1900, 80,865.

Nashville Railway.—This company is a consolidation in Jan., 1900, of the Nashville Street Railway Co., the Citizens Rapid Transit Co., and the Nashville and Suburban Railway Co. This company also owns the capital stock of the Cumberland Electric Light & Power Co., which owns valuable lighting contracts. In Feb., 1901, owing to the default of the Aug., 1900, interest on consolidated bonds, a committee of bond holders was appointed who made the Baltimore Trust & Guarantee Co. depository for the bonds. Foreclosure proceedings having been commenced, on June 21, 1901, Percy Warner and E. C. Lewis were appointed receivers. In Aug., 1901, the share holdings of the Baltimore Trust & Guarantee Co. were purchased by a new syndicate. Since the appointment of the receivers, past due coupons on prior liens have been paid. In Nov., 1901, the road was ordered sold under foreclosure proceedings by the United States Court.

Capital Stock, authorized and issued, $6,500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $6,500,000, issued, $2,300,000; held in escrow, $2,549,000; held in treasury, $1,651,000 (see note); dated Feb. 1, 1900, due 1950; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., Baltimore, trustee of mortgage.

Note.—$2,549,000 of this issue of bonds are held to retire prior liens of the constituent companies and $1,651,000 are held for future extensions or new properties to be issued only with trustee's consent.

Franchises.—Municipal franchises perpetual and exclusive on streets occupied.

Plant and Equipment.—Miles of track (electric), 66.2; gauge, 5 ft.; 45 lb. to 80 lb. girder and T rail; 142 cars, of which 117 are motor cars and 25 trail cars; Phœnix I. W. engines, Gen. Elec. motors, Brill and Pullman cars; power from Cumberland Light & Power Co.

Officers.—Recrs. Percy Warner, E. C. Lewis, Pres. Percy Warner, Sec. & Treas. N. P. Yeatman, Supt. of Transportation W. W. Aires.

General Office, Wilcox Bldg., Nashville.

References.—NASHVILLE STREET RAILWAY.—Description of road, Vol. X, Souv., '94, p. 57; increase of bonds, Vol. XI, Feb., '95, p. 124; UNITED ELECTRIC RAILWAY.—Receivership, Vol. X, Feb., '94, p. 145. annual report, Vol. X, Jan., '94, p. 78; description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Dec., 1901. x

NATCHEZ, MISS.

Population in 1880, 7,058, in 1890, 10,102, in 1900, 12,210.

Natchez Electric Street Railway Co.—This road is now under construction.

EQUIPMENT.—Miles of track (electric), 3.5.

OFFICERS.—Pres. E. H. Ratcliffe, V. Pres. Jas. W. Lambert, Sec. & Treas. E. H. Jackson.

Date of information, Jan., 1902. d

NATICK, MASS.

Population in 1880, 8,479, in 1890, 9,118, in 1900, 9,448.

South Middlesex Street Railway Co.—This company operates lines extending from South Natick to Natick, South Framingham, Ashland and Hopkinton.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $100,000; due 1915.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$52,074	$57,119	$60,252	$63,451	$69,425
Operating expenses	31,040	36,033	39,479	45,491	55,574
Earnings from operation	21,034	21,086	20,773	17,960	13,849
Deductions from earnings...					
Interest	8,030	7,572	7,462	8,280	9,839
Taxes	1,643	1,699	2,121	3,619	3,644
Other deductions				2,037	3,727
Net income	11,361	11,815	11,190	4,024	*3,361
Dividends paid	5,500	6,000	6,000	8,000	5,000
To surplus account	5,861	5,815	5,190	*3,976	*8,361
Total surplus account	5 027	9,361	14,383	10,368	1,974

*Deficit.

DIVIDENDS.—In 1893, 3 p. c.; in 1894, 10.5 p. c. on $60,000; in 1895, 2½ p. c.; in 1896, 4 p. c.; in 1897, 5½ p. c.; in 1898–9, 6 p. c.; in 1900, 8 p. c.; in 1901, 5 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1897	1898.	1899.	1900.	1901.
General expenses	$ 6,227	$ 7,162	$ 8,278	$ 6,575	$10,656
Transportation exp.	19,554	21,718	21,676	25,184	29,665
Main. way and bldgs.	3,184	4,307	6,036	8 871	7,674
" " equipment.	2,075	2,846	3,489	4,861	7,579
Total	$31,040	$36,033	$39,479	$45,491	$55,574

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Pass. carried	1,034,399	1,134,670	1,195,879	1,263,117	1,416,232
Car miles run	254,122	269,181	279,898	282,683	339,775
Gr. rcpts p. car mile.	$.205	$.212	$2.15	$.224	$.204
Op. exp. p. car mile	.122	.133	1.30	.161	.164

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$141,976	$142,036	$142,137	$151,818	$151,944
" equipment.	52,808	56,928	59,400	60,278	65,542
Other perm invest.	56,036	59,036	66,411	75,342	75,328
Cash & cur. assets	3,937	2,204	4,291	9,025	6,928
Other assets	2,666	2,169	1,983	6,445	15,056
Total	$257,424	$262,373	$274,222	$302,908	$315,699
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Floating debt	50,026	51,054	57,410	87,114	104,342
Accrued liabilities	2,371	1,958	2,429	5,427	5,207
Other liabilities					4,176
Prof. and loss (surp.)	5,027	9,361	14,383	10,367	1,974
Total	$257,424	$262,373	$274,222	$302,908	$315,699

PLANT AND EQUIPMENT.—Miles of track (electric) 13.8; gauge, 4 ft. 8½ in.; 50 lb. T rail; 25 motor cars, 3 snow plows; Gen. Elec. and Short dynamos and motors, Newburyport, Jackson & Sharp, Massachusetts and Briggs cars.

OFFICERS.—Pres. W. B. Ferguson, V. Pres. Alex. DeWitt, Sec. & Treas. J. J. Valentine, Supt. J. W. Sullivan.

Please note date of information at end of each report.

DIRECTORS.—W. B. Ferguson, J. J. Valentine, G. A. Bridges, F. Bigelow, S. A. Sweetland, H. H. Whitney, J. M. Fiske.

GENERAL OFFICE, South Framingham, Mass.

Date of information, Dec., 1901. b

Natick & Cochituate Street Railway Co.—Chartered May, 1885. Annual meeting second Monday in May.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$45,739	$55.490	$64,371	$68,812	$72,224
Operating expenses	36,381	46,929	50,608	54,123	58,567
Earnings from oper.	9,358	8,561	13,763	14,689	13,657
Deductions from earn.					
Int. on floating debt.	64	629	1,876	3,449	2,423
Taxes	1,619	1,659	2,371	2,070	2,907
Net income	7,675	6,273	9,516	9,170	8,326
Dividends paid	6,000	6,000	8,000	8,000	8,000
To surplus account	1,675	274	1,516	1,170	326
Total surplus account	9,437	9,711	11,226	13,096	13,422

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 3,299	$ 4,766	$ 5,276	$ 6,215	$ 5,580
Transportation exp.	17,060	25,667	25,345	31,815	34,539
Main. of way and bldgs.	7,220	7,174	7,432	2,233	11,648
" " equip.	8,801	9,322	12,555	13,860	6,801
Total	$36,381	$46,929	$50,608	$54,123	$58,567

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	908,362	1,089,877	1,287,893	1,364,883	1,428,991
Car miles run	208,461	257,772	297,710	405,654	450,815
Gross recps. p. car mile	$.219	$.215	$.216	$.169	$.160
Oper. exp. per car mile.	.175	.182	.170	.145	.129

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 86,443	$ 86,443	$136,243	$136,243	$136,243
" equipment	29,966	29,966	29,966	33,893	33,893
Other perm. invest	9,220	9,690	9,690	9,690	9,690
Cash and current assets.	3,808	763	1,184	227	553
Total	$129,437	$126,862	$177,083	$180,053	$180,379
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Floating debt	20,000	17,151	65,857	66,957	66,957
Profit and loss (sur.)	9,437	9,711	11,226	13,096	13,422
Total	$129,437	$126,862	$177,083	$180,053	$180,379

PLANT AND EQUIPMENT.—Miles of track (electric), 18.15; gauge, 4 ft. 8½ in.; 60 lb. T rail; 24 motor cars, 3 snow plows; West. dynamos and motors, Jones cars, Bemis trucks.

OFFICERS.—Pres. H. Harwood, Sec. F. H. Hayes, Treas. R. W. Harwood, Supt. Frank P. Quackenbush.

DIRECTORS.—H. Harwood, S. W. Holmes, C. A. Pooke, Frank P. Quackenbush, F. H. Hayes, Robt. W. Harwood, O. A. Felch, Natick, Mass.

GENERAL OFFICE, Natick, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 23; operating detail, Vol. XIV., Sept., '98, p. 484; operating detail, Vol. XIV., Sept., 98, p. 489; cost of electric power generation, Vol. XIV., Sept., '98, p. 492.

Date of information, Jan., 1902. z

Natick & Needham Street Railway Co.—Chartered Apr. 3, 1900. Commenced operation in Natick, Needham and Dover, July 24, 1900.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT, $50,000.

OPERATION.—Year ending Sept. 30, 1900.

Gross receipts	$5,164
Operating expenses	7,100
Earnings from operation	*1,936
Interest	883
Taxes	47
Net income	*2,865

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road and equip.	$ 88,250	$ 99,787
Accounts receivable	13,538	
Cash		939
Profit and loss (deficit)	1,282	
Total	$103,070	$100,726
LIABILITIES.		
Capital stock	$ 50,000	$ 50,000
Funded debt		50,000
Accounts payable	53,045	227
Other liabilities	25	
Profit and loss (surplus)		500
Total	$103,070	$100,726

PLANT AND EQUIPMENT.—Miles of track (electric), 5.82; gauge, 4 ft. 8½ in.; 60 lb. rail; 5 motor cars, 20 motors.

OFFICERS.—Pres. Francis Bigelow, V. Pres. John H. Cunningham, Sec. & Treas. George A. Butman, Gen. Man. W. B. Ferguson,

DIRECTORS.—Wm. B. Ferguson, George A. Butman, Malden; John H. Cunningham, Chelsea; Francis Bigelow, Harvey H. Whitney, James H. Fiske, Natick; Charles L. Claflin, Hopkinton.

GENERAL OFFICE, Natick, Mass.

Date of information, Dec., 1901. b

NEBRASKA CITY, NEB.

Population in 1880, 4,183, in 1890, 11,494, in 1900, 7,380.

Nebraska City Street Railway Co.—Chartered June, 1888, for 99 years.

CAPITAL STOCK, authorized, $50,000, issued, $17,500.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 7; gauge, 4 ft. 8½ in.; 20 lb. to 45 lb. T and girder rail; 22 horses, 7 horse cars. The company is operating but 4 miles of track at present with 4 cars and 14 horses. It is the company's intention to make an early change to electric power.

OFFICERS.—Pres. & Gen. Man. H. H. Bartling, V. Pres. J. J. Teten, Sec. J. C. Watson, Treas. F. W. Rodenbrock.

DIRECTORS.—H. H. Bartling, J. J. Teten, F. W. Rodenbrock, J. C. Watson, Pat Roddy, Wm. Schminke, M. E. Duff.

Date of information, Jan., 1902. z

NEENAH, WIS.

Population in 1880, 4,202, in 1890, 5,076, in 1900, 5,954.

Menasha & Neenah Street Railway Co.—Chartered 1885. This road, it is reported, is operated in connection with the interurban line of the Winnebago Traction Co., of Oshkosh, Wis.

CAPITAL STOCK, $25,000; par value, $50 per share.

FUNDED DEBT.—First mortgage bonds, $25,000; dated Nov. 1, 1886, due 1896; denom. $15 and $500; int. payable May and Nov., at office of the Northern Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 35 lb. tram rail; 3 motor cars.

OFFICERS.—Unknown.

Date of information, Mar., 1901. x

NEGAUNEE, MICH.

Population in 1880, 3,931, in 1890, 6,078, in 1900, 6,935.

Negaunee & Ishpeming Street Railway & Electric Co.—This is a consolidation of the Negaunee & Ishpeming Street R. R. Co., the Negaunee Electric Light Co. and the Ishpeming Gas & Electric Co.

CAPITAL STOCK, authorized, $150,000, issued, $142,000; par value, $25 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 10 motor cars; West. and Ideal engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

OFFICERS.—Pres. S. S. Mitchell, V. Pres. F. Braastad, Sec. Treas. & Gen. Man. A. B. Miner, Supt.-Pur. Agt. & Elecn. H. F. Pearce.

GENERAL OFFICE, Ishpeming, Mich.

POWER STATION, Negaunee, Mich.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1902. z

NELSON, B. C.

Population in 1902, 5,500.

Nelson Electric Tramway Co.

CAPITAL STOCK, authorized, $250,000, issued, $200,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars, Canada Gen. Elec. 300 K. W. generator and 35 H. P. motors; Duplex cars; McGuire trucks.

OFFICERS.—Pres. Henry G. Croasdaile, Sec. Treas. & Gen. Man. A. V. Mason.

GENERAL OFFICE. Josephine and Vernon Sts., Nelson, B. C.

REFERENCE.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Jan., 1902. z

NEVADA CITY, CAL.

Population 1890, 2,524, 1900, 3,250.

Nevada County Traction Co.—This company will build an electric railway from Grass Valley to Nevada City.

FUNDED DEBT.—First mortgage bonds, $100,000; Mercantile Trust Co. of Los Angeles, trustee of mortgage.

OFFICERS.—Supt. C. C. Skewes.

Date of information, Feb., 1902. x

NEW ALBANY, IND.

Population in 1880, 16,423, in 1890, 21,059, in 1900, 20,628.

New Albany Railway Co.—This is a successor to the New Albany Street R. R. Co. In Mar., 1894, John MacLeod was made receiver on a declaration of insolvency, the company having defaulted on the interest of its bonds. The receiver is now ouis Hartman who is operating the property.

CAPITAL STOCK, $30,000.

FUNDED DEBT.—Receiver's certificates, $30,000.

First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July, at office of Columbia Finance & Trust Co., of Louisville, Ky., trustee of mortgage.

New Albany Street R. R. Co.'s first mortgage 6 p. c. bonds, authorized and issued, $150,000; dated July 1, 1888, due 1913; int. payable Jan. and July, at office of Louisville Trust Co., of Louisville, Ky., trustee of mortgage.

NOTE.—No interest on the mortgage indebtedness has been paid since Jan., 1894.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 52 lb. T rail; 29 cars, of which 13 are motor cars and 16 trail cars; Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Receiver Louis Hartman, New Albany, Ind.; Sec. & Treas. H. W. W. Heazlitt, Supt. & Pur. Agt. Geo. MacLeod.

BONDHOLDERS COMMITTEE.—Louis Hartman, L. Allen, W. R. Belknap.

GENERAL OFFICE, 3d and Main Sts., Louisville, Ky.

Date of information, Dec., 1901. d

Highland Railroad Co.—Chartered Nov. 9, 1895, as a reorganization of the New Albany Highland R. R. Co., whose property was sold in July, 1895, under foreclosure of mortgage.

CAPITAL STOCK, $25,000.

FUNDED DEBT.—First mortgage 5 p. c. gold income bonds, authorized, $75.000, issued, $56,000, in treasury, $19,000; dated Jan. 1, 1896, due 1921; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric). 2; 6 cars, of which 3 are motor cars and 3 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry Terstegge, V. Pres. John Shrader, Jr., Sec. & Treas. F. H. Gohmann.

DIRECTORS.—Henry Terstegge, John Shrader, Jacob Zinsmeister, Chas. Schwartzel, John A. Everback.

GENERAL OFFICE, New Albany, Ind.

Date of information, Jan., 1902. d

NEWARK, N. Y.

Population in 1890, 3,698, in 1900, 4,578.

Newark & Marion Railway Co.—Incorporated Mar. 4, 1900, to construct an electric railway connecting Newark and Williamson, about 16 miles. Construction of this road was commenced Nov. 12, 1901.

CAPITAL STOCK, authorized, $100,000, issued, $22,000; par value, $100 per share.

FUNDED DEBT.—Not yet issued.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 60 lb. T rail, 10 motor cars; contracts closed for power station and equipment.

OFFICERS.—Pres. & Gen. Man. C. L. B. Tylee, V. Pres. W. H. Kelley, Sec. F. D. Burgess, Treas. E. V. Pierson.

DIRECTORS.—A. K. Hiscock, E. Y. Hoyt, E. J. Edgcomb.

GENERAL OFFICE, Newark, N. Y.

Date of information, Mar., 1902. x z

NEWARK, O,

Population in 1880, 9,600, in 1890, 14,369, in 1901, 23,000.

Newark & Granville Street Railway Co.—This company is the successor by purchase at foreclosure sale in July, 1900, to the Newark Consolidated Electric Ry. Co.

CAPITAL STOCK, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 35 lb. to 60 lb. T and girder rail; 26 cars, of which 20 are motor cars and 6 trail cars; Hamilton-Corliss and Russell & Taylor engines, Gen. Elec. dynamos and motors, Jewett cars.

OFFICERS.—Pres. W. S. Wright, Sec. & Treas. G. S. Shinnick.

GENERAL OFFICE, Newark, O.

Date of information, Mar., 1902. z

NEW BEDFORD, MASS.

Population in 1880, 26,845, in 1890, 40,733, in 1900, 62,442.

New Bedford & Onset Street Railway Co.—This company has purchased the East Wareham, Onset Bay & Point Independence Street Ry. Co.

CAPITAL STOCK, $200,000.

OPERATION.—Aug. 5, 1901, to Sept. 30, 1901.

Total receipts	$7,645
Operating expenses	3,153
Earnings from operation	4,492
Taxes	3,106
Net income	1,387

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$467,142	Capital stock	$200,000
" equipment	65,963	Current liabilities	536,213
Other permanent invest.	118,024	Profit and loss (surplus)	1,387
Cash and current assets	86,471		
Total	$737,600	Total	$737,600

PLANT AND EQUIPMENT.—Miles of track (electric), 21.4; 18 motor cars, 6 other cars.

OFFICERS.—Pres. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. C. A. Cook, Treas. E. S. Wilde, Supt. Edw. E. Potter.

DIRECTORS.—Henry H. Crapo, T. B. Tripp, C. A. Cook, E. S. Brown, Walter I. Winsor, Chas. H. Lawton, Oliver Prescott, Jr., Jos. K. Nye.

GENERAL OFFICE, New Bedford, Mass.

Date of information, Dec., 1901. b

Union Street Railway Co.—Chartered Mar. 18, 1887. Annual meeting first Thursday in Nov.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized and issued, $400,000; dated Jan. 2, 1894, due 1914; int. payable Jan. and July, at office of Old Colony Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from pass.	$202,409	$187,728	$205,812	$224,110	$248,355
" other sources.	18,216	18,410	18,656	25,530	24,540
" total	220,626	206,138	224,468	249,640	272,895
Operating expenses.	149,596	131,929	130,398	150,902	170,367
Earn. from oper'n.	71,030	74,209	94,070	98,738	102,528
Ded. from earnings.					
Interest	24,292	22,227	23,609	22,635	23,094
Taxes	6,676	7,299	14,627	14,857	16,157
Other deduct's.	148		7.295	1,197	5,752
Net income	39,914	44,683	48,539	60,049	57,525
Dividends paid	37,000	27,000	36,000	36,000	48,000
To surplus account.	2,914	17,683	12,539	24,049	9,525
Debit to profit & loss			12,539	21,811	11,761
Total surplus acct.	77,650	50,000	50,000	52,238	50,000

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 7 p. c.; in 1894, 6 p. c.; in 1895, 4 p. c.; in 1896, 8 p. c.; in 1897, 8 p. c. on $350,000 and 2 p. c. on $450,000; in 1898, 6 p. c.; in 1899 and 1900, 8 p. c. on $450,000; in 1900 and 1901 8 p. c. on $60,000.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 25,051	$ 23,274	$ 21,322	$ 22,822	$ 22,967
Trans. expenses	102,006	91,839	88,479	105,932	111,966
Main. of way and bldg.	9,867	7,152	8,735	7,972	14,236
" " equip.	12,671	9,664	11,862	14,176	21,198
Total	$149,596	$131,929	$130,398	$150,902	$170,367

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Revenue passeng's carried.	3,776,878	4,202,903	4,590,934	5,070,707
Car miles run	799,738	969,911	1,088,803	1,147,002
Total receipts per car mile.	$.257	$.231	$.229	$.237
Operating exp. per car mile.	.164	.134	.138	.148

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$518,448	$535,948	$ 529,713	$ 566,079	$ 676,797
" equipment.	186,556	174,301	180,486	176,709	186,710
Other per. invest..	237,992	245,819	274,484	257,209	392,779
Cash & cur. assets.	12,230	16,610	24,814	57,897	15,243
Other assets	2,130	431		14,416	15,894
Total	$957,356	$973,109	$1,009,497	$1,072,310	$1,287,423
LIABILITIES.					
Capital stock	$450,000	$450,000	$ 450,000	$ 600,000	$ 600,000
Funded debt	350,000	350,000	350,000	400,000	400,000
Other liabilities	79,705	123,109	159,497	20,073	237,433
Profit and loss (sur.)	77,650	50,000	50,000	52,237	50,000
Total	$957,356	$973,109	$1,009,497	$1,072,310	$1,287,423

PLANT AND EQUIPMENT.—Miles of track (electric), 30.09; gauge, 4 ft. 8½ in.; 60 lb. to 98 lb. girder and T rail; 6 horses, 90 cars, of which 3 are horse cars and 87 electric cars, 7 snow plows; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Henry H. Crapo, V. Pres. Thos. B. Tripp, Sec. Clarence A. Cook, Treas. Elton S. Wilde, Gen. Supt. E. E. Potter.

DIRECTORS.—Henry H. Crapo, Edward S. Brown, Clarence A. Cook, T. B. Tripp, Lot B. Bates, Oliver Prescott, Jr., Thos. S. Hathaway, C. H. Lawton, New Bedford; Walter P. Winsor, Fairhaven, Mass.

GENERAL OFFICE, 7 Purchase St., New Bedford.

REFERENCES.—Increase of stock and bonds, Vol. X, Jan., '94, p. 78; Vol. X, Feb. '94, p. 146; annual report, Vol. X, Jan., '94, p. 78; description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Jan., 1902. z

Dartmouth & Westport Street Railway Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued $90,000; coupon, but may be registered; dated Apr. 1, 1895, due 1915; denom. $1,000; int. payable Apr. and Oct., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION. —Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers.	$97,276	$95,579	$96,618	$103,041	$118,293
" other sources	5,649	1,335	1,448	1,596	1,252
" total	102,925	96,914	98,066	104,637	119,545
Operating expenses	74,788	68,052	67,929	72,095	77,884
Earnings from operation	28,137	28,862	30,137	32,542	41,661
Deductions from earnings.					
Interest	4,500	4,500	4,512	4,500	4,500
Taxes	2,343	2,424	4,941	5,142	6,073
Special charges	1,200	6,200	7,264	1,200	1,940
Other deductions	6,041	1,981	1,681	1,878	1,500
Net income	14,053	13,757	11,751	19,822	27,646
Dividends paid	12,000	12,000	12,000	12,000	12,000
To surplus account	2,053	1,757	*248	7,822	15,646
Total surplus account	17,352	19,108	19,924	20,000	20,000

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 9,537	$ 9,098	$ 9,328	$10,348	$10,907
Transportation expenses	56,201	52,341	51,565	50,884	58,012
Main. of way and buildings	4,499	2,797	4,452	6,028	3,662
" " equipment	4,551	3,843	2,584	4,835	5,303
Total	$74,788	$68,052	$67,929	$72,095	$77,884

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Revenue pass. carried	614,114	551,674	559,004	588,239	2,446,528
Car miles run	338,938	337,232	309,078	301,752	326,514
Total recpts. per car mile	$.304	$.287	$.317	$ 346	$.366
Op. ex. per car mile	.221	.201	.220	.239	.239

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901
Cost of road	$167,905	$167,905	$167,905	$149,345	$143,653
" equipment	68,027	68,027	64,865	94,241	94,894
Other perm. property	11,560	11,560	11,460	11,460	11,916
Cash and current assets.	17,543	23,161	34,875	18,480	21,001
Total	$265,034	$270,653	$279,105	$273,526	$271,464
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	90,000	90,000	90,000	90,000	90,000
Current liabilities	4,082	1,745	2,117	6,326	378
Accounts payable	6,566				2,386
Special funds	3,600	9,800	17,064	7,200	8,700
Profit and loss (surplus).	17,352	19,108	19,924	20,000	20,000
Total	$265,034	$270,653	$279,105	$273,526	$271,464

PLANT AND EQUIPMENT.—Miles of track (electric), 19.97; owned, 9.84, leased, 10.13; gauge, 4 ft. 8½ in.; 70 lb. T rail; 23 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson and Jones cars.

OFFICERS.—Pres. Henry H. Crapo, New Bedford; V. Pres. Thos. B. Tripp, Sec. R. S. Goff, Fall River; Treas. Elton S. Wilde, New Bedford; Supt. E. E. Potter.

DIRECTORS.—Thos. B. Tripp, B. D. Davol, O. Prescott, Jr., E. S. Brown, R. S. Goff, Chas. E. Cook, W. L. Winsor, H. H. Crapo, A. L. Sylvia.

GENERAL OFFICE, 7 Purchase St., New Bedford, Mass.

REFERENCES.—Description of car, Vol. X, Sept., '94, p. 584 (ill.) pleasure park, Vol. XIII, May, '97, p. 291.

Date of information, Jan., 1902. b z

NEW BRITAIN, CONN.

Population in 1880, 11,800, in 1890, 19,010, in 1900, 25,998.

Central Railway & Electric Co. (NEW BRITAIN DIVISION OF THE CONNECTICUT RY. & LIGHTING CO.)—This company is the successor to the New Britain Tramway Co. and the New Britain Electric Light Co., and is operated in conjunction with the Waterbury division of the Connecticut Ry. & Lighting Co., the property which, previous to June, 1899, was the Waterbury Traction Co. The bonds of this company have been called for redemption and the first and refunding mortgage bonds of the Connecticut Ry. & Lighting Co. are a first mortgage on the company's property.

CAPITAL STOCK, authorized, $1,000,000, issued, $600,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $700,000, issued, $600,000; coupon, but may be registered; dated Dec., 1893, due 1923; int. payable June and Dec., at New Britain National Bank; trustee of mortgage, Old Colony Trust Co., Boston, Mass.

Eight year funded 5 p. c. notes, $69,000; dated 1898, due 1906; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

OPERATION.—Year ending	Sept. 30, 1898.†	June 30, 1899.†	June 30, 1900.†	6 mos. endg Dec. 31, 1900.
Receipts from passengers	$92,708	$87,124	$107,741	$66,455
" other sources	71,735	69,117	*4,855	17,894
" total	164,443	156,241	112,596	84,349
Operating expenses	107,339	104,670	75,592	38,152
Earnings from operation	57,104	51,571	37,004	46,197
Deductions from earnings.				
Taxes	8,068	7,649	5,410	2,692
Interest	29,381	34,000	24,136	17,113
Net income	19,655	9,922	7,458	26,392

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1897.	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	6 mos.endg. Dec. 31, 1900.
Passengers carried	2,071,339	2,181,017	2,078,275	2,191,916	1,448,327
Car miles run	383,871	475,920	450,219	555,940	307,719

* Not including $78,338 receipts and $64,604 charges of electric light plant.

† Including electric light plant.

BALANCE SHEET (including railway and light plant).—Dated

ASSETS.	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	Dec. 31, 1900.
Cost of road	$1,171,356	$1,186,591	$1,230,274	$1,525,197
" equipment	144,146	150,540	167,948	
Material on hand	2,153	1,153	877	3,504
Accounts receivable	7,564	7,542	7,279	10,703
Miscellaneous assets	17,106	7,408	321	1,459
Cash on hand	13,316	1,530	2,384	4,594
Total	$1,355,641	$1,354,764	$1,409,083	$1,545,458

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.	1900.	1900.
Capital stock	$ 600,000	$ 600,000	$ 600,000	$ 600,000
Funded debt	600,000	680,000	596,000	596,000
Coupon notes, 8 years.	80,000		69,000	69,000
Bills payable	2,608	10,000	69,457	
Accounts payable	3,982	8,478	4,182	
Taxes	6,265	6,180	3,426	2,766
Interest	10,000	3,500		3,420
Aud. vouchers & accts.				82,253
Capital account				96,000
South. & Plantsville Co.				2,100
Other liabilities	7,000			
Profit and loss (surplus)	45,786	46,606	67,018	93,919
Total	$1,355,641	$1,354,764	$1,409,083	$1,545,458

Plant and Equipment.—Miles of track (electric), 22.56; gauge, 4 ft. 8½ in.; 35 lb. to 67 lb. T rail; 36 motor cars; Allis and Harrisburg engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—See Connecticut Ry. & Lighting Co., Bridgeport, Conn.

Date of information, Dec., 1901. b z

NEW BRUNSWICK, N. J.

Population in 1880, 17,166, in 1890, 18,603, in 1900, 20,006.

Middlesex & Somerset Traction Co.—This company is a consolidation on Mar. 1, 1900, of the Brunswick Traction Co., the New Brunswick City Ry. Co. and the New York & Philadelphia Traction Co.

Capital Stock, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000, held in escrow to retire prior liens. $500,000; dated Mar. 1, 1900, due Jan. 1, 1950; denom. $1,000; coupon, but may be registered; not subject to call before maturity; int. payable at office of Fidelity Title & Deposit Co., Newark, N. J., trustee of mortgage.

PRIOR LIEN.

Brunswick Traction Co.'s first mortgage 5 p. c. gold bonds, $500,000; dated July 1, 1896, due 1926; not subject to call.

Operation.—Year ending Dec. 31,	1900.	1901.
Gross receipts	$144.176	$162,819
Operating expenses	137,266	102,038
Net income	$ 6,910	$ 60,781

Plant and Equipment.—Miles of track (electric), 52; gauge, 4 ft. 8½ in ; 56 lb. T rail; 38 motor cars, 5 snow plows and sweepers; 3 West. generators, 1,100 K. W. West. motors, Brill and J. & S. cars and trucks.

Officers.—Pres. Gottfried Krueger, Newark, N. J.; V. Pres. Andrew H. Radel, Bridgeport, Conn.; Sec. & Treas. Edward H. Radel, New Brunswick, N. J.; Supt. J. Butler, Ch. Engr. F. E. Woodward, Elecn. & Pur. Agt. D. McGregor.

General Office, George St., New Brunswick, N. J.

Date of information, Feb., 1902. b

NEWBURGH, N. Y.

Population in 1880, 18,049, in 1890, 23,087, in 1900, 24,493.

Orange County Traction Co.—This company is the successor to the Newburgh Electric Ry. Co., which it purchased at forclosure sale in Oct., 1891, and which was chartered Feb., 1894, to take over the property and franchises of the Newburgh Street Ry. Co., which was sold under foreclosure of mortgage on Feb. 13. This company owns and operates the property of the Newburgh & Orange Lake R. R. Co. and the Walden & Orange Lake R. R. Co.

Capital Stock, common, $150,000; par value, $25 per share; preferred, authorized and issued, $175,000; par value, $25 per share.

Funded Debt, total authorized and issued, $425,000, as follows:

First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated May 1, 1894, due 1944; denom. $500; int. payable May and Nov., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

N. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $75,000; dated July 1, 1894, due 1944; int. payable Jan. and July.

W. & O. L. R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $100,000; dated Apr. 20, 1895, due 1945; int. payable June and Dec.

Operation.—Year ending June 30,	1898.	1899.	1900.	1901.
Receipts from passengers	$72,459	$75,614	$92,819	$85,338
" other sources	11,418	11,351	637	12,638
" total	83,877	86,965	93,456	97,976
Operating expenses	49,214	49,459	50,966	54,621
Earnings from operation	34,663	37,506	42,490	43,355
Deductions from earnings.				
Interest	34,099	33,311	34,290	31,800
Taxes	2,500	3,300	3,600	4,650
Net income	*1,936	895	4,600	6,905
" June 30, 1897	*9,879			
" Total amount charged off	87,358	250	1,033	
Charged for depreciation and adjust.	105,747			
Total	204,920			
Credit stock of N. & O. L. R. R. Co.	100,000			
" " " W. & O. L. R. R. Co.	100,000			
Net deficit	4,920	4,275	708	

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.	1901.
Revenue passengers carried	1,438,000	1,560,000
Transfer " "	146,000	163,000
Car miles run (passenger)	382,000	407,946
" " (freight)	16,700	16,800
Gross receipts per car mile	$.234	$.231
Operating expenses per car mile	.128	.129

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$726,408	$726,408	$728,145	$728,145
Cash	178	348	622	30,939
Bills and accounts receivable	3,237	3,374	2,836	2,837
Other assets	728	455	639	1,996
Profit and loss (deficit)	4,920	4,275	708	
Total	$735,471	$744,860	$732,950	$763,916
LIABILITIES.				
Capital stock	$150,000	$150,000	$150,000	$150,000
Funded debt	550,000	550,000	550 000	550,000
Accrued interest	17,775	5,075	5,975	5,075
Loans	12,750	20,250	15,262	
Bills and accounts payable	2,287	9,535	11,713	26,059
Other liabilities	2,659			26,226
Profit and loss (surplus)				6,556
Total	$735,471	$734,860	$732,950	$763,916

Plant and Equipment.—Miles of track (electric), 16.5; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. steel rail; 20 motor cars and 7 trail cars; Dixon engines, West. dynamos and motors, Jackson & Sharp and Brill cars.

Officers.—Pres. S. B. Dutcher, V. Pres. & Gen. Man. W. H. Pouch, Sec. A. B. Pouch, Elecn. E. J. Irwin, Ch. Engr. of Power Station Chas. Brown.

Directors.—W. H. Hasey. J. B. Kilsheimer, S. B. Dutcher, J. H. Coon, J. Boroughs, A. B. Pouch, Wm. H. Pouch, Fred'k H. Pouch, E. D. Pouch.

General Office, 244 Broadway, Newburgh.

References.—Description of road, Vol. XII, Feb. '96, p. 89 (ill.); freight transportation, Vol. XIII, June '97, p. 348; park, Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Mar., 1902. z

NEWBURYPORT, MASS.

Population, in 1880, 13,538; in 1890, 13,914; in 1900, 14,478,

Citizens' Electric Street Railway Co.—This company purchased the property and franchises of the Newburyport & Amesbury Horse Ry. Co., chartered May 23, 1871, at receivers' sale on May 4, 1899, and in Oct., 1900 the Plum Island Electric Street Ry. Co. was consolidated with this company.

Capital Stock, authorized and issued, $240,000; par value, $100 per share.

Funded Debt, $210,000.

Operation.—Year ending Sept. 30,	1897.	1898.	May 4 to Sept. 30, 1899.	Year —Sept. 30— 1900.	1901.
Receipts from passengers	$58,776	$56,983	$27,704	$76,212	$94,228
" other sources	2,121	2,909	406	636	1,468
" total	60,897	59,892	28,110	76,848	95,696
Operating expenses	41,811	54,929	12,688	42,797	51,693
Earnings from operation	19,086	4,963	15,422	34,051	44,003
Deductions from earnings.					
Int. on bonds	17,900	9,150			8,750
" floating debt	5,944	6,537	1,690	7,232	2,137
Taxes	1,279	793	953	3,453	4,749
Rentals					6,997
Other deductions				34	
Net income	*6,038	*11,517	12,779	23,332	21,370
Total surplus account	*3,913	*15,430	12,779	36,111	35,594
Per cent oper'g exp. to total receipts	68.7	91.7	45.1	55.8	54.0

* Deficit.

Please note date of information at end of each report.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	May 4 to Sept. 30, 1899.	Year —Sept. 30,— 1900.	1901.
Pass. carried	1,175,517	1,139,652	583,282	1,505,292	1,799,982
Car miles run	296,788	326,056	113,630	342,789	395,898
Total receipts per car mile	$.206	$.187	$.247	$.224	$.242
Oper. exps. p.c.m.	.141	.171	.112	.125	.131

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	†1899.	1900.	1901.
Cost of road	$330,908	$332,372	255,143	$266,558	$322,209
" equipment	170,790	171 400		57,390	87,101
Land and buildings	45,644	44,744		85,150	94 460
Cash and current assets	9,692	12,536	51,073	23,083	12,301
Other assets	14,759	8,808		2,009	3,026
Profit and loss (deficit)	3,913	15,430			
Total	$575,706	$585,290	$306,216	$434,190	$519,097
LIABILITIES.					
Capital stock	$ 80.000	$ 80,000	$190,000	$190,000	$240,000
Funded debt	358,000	358,000			210,000
Current liabilities	137,706	147,290	103,437	206,380	28,805
Accrued liabilities				1,699	4,698
Profit and loss (surplus)			12,779	36,111	35,594
Total	$575,706	$585,290	$306,216	$434,190	$519,097

† After reorganization.

PLANT AND EQUIPMENT.—Miles of track (electric), 23.08; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T and 90 lb. girder rail; 43 motor cars; McI. & S. engines, Gen. Elec. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. Wm. M. Butler, V. Pres. Alexander B. Bruce, Sec. & Treas. G. A. Butman, Supt. Elecn. & Pur. Agt. Chas. C. Benson, Ch Engr. of Power Station, C. J. Anderson.

DIRECTORS.—Wm. M. Butler, E. P. Shaw, A. B. Bruce, E. R. McPherson, H. F. Eldridge, G. A. Butman, Edwd. P. Shaw, Jr., Robt. Redford.

GENERAL OFFICE, 32 Market Sq., Newburyport, Mass.

REFERENCES.—Description of road, Vol. VI, Jan., '90, p. 40. NEWBURYPORT & AMESBURY ELECTRIC RY. CO.—Annual report, Vol. IX, '93, p. 65.

Date of information, Dec., 1901. b

Plum Island Electric Street Railway Co.—In Oct., 1900, this company was consolidated with the Citizens' Electric Street Ry. Co.

CAPITAL STOCK, authorized and issued, $40,000.

OPERATION.—Year ending Sept. 30,	1898.	1899.	1900.
Receipts from passengers	$11,678	$12,148	$13,913
" other sources	57	868	108
" total	11,735	13,016	14,021
Operating expenses	7,315	5,987	7,129
Earnings from operation	4,420	7,029	6,892
Deductions from earnings.			
Interest	364	1,019	1,856
Taxes	205	475	412
Other deductions		2,951	1,617
Net income	3,851	2,584	3,007
Total surplus	3,851	5,205	8,212

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.
Passengers carried	234,707	242,954	275,273
Car miles run	42,802	36,386	44,484
Total receipts per car mile	$.274	$.357	$.315
Operating expenses per car mile	.171	.164	.160

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$40,766	$44,002	$59,295
" " equipment	13,794	13,829	13,934
Other permanent invest.	9,278	9,784	10,693
Cash and current assets	4,189	1,319	3,825
Other assets	68	148	
Total	$68,095	$69,082	$87,747
LIABILITIES.			
Capital stock	$40,000	$40,000	$40,000
Current liabilities	24,244	23,877	37,679
Accrued liabilities			1,856
Profit and loss (surplus)	3,851	5,205	8,212
Total	$68,095	$69,082	$87,747

PLANT AND EQUIPMENT.—Included in Citizens' Electric Street Ry. Co.

Date of information, Dec., 1901. b

NEW CASTLE (Lawrence Co.), PA.

Population in 1880, 8,418, in 1890, 11,600. In 1900, 28,339.

New Castle Traction Co.—This company has leased the properties of the New Castle & Mahoningtown Ry. and the New Castle Electric Street Ry. Co. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $500,000, par value $50 per share.

FUNDED DEBT.—First mortgage 5 p. gold bonds, authorized and issued, $500,000; dated May 1, 1897, due 1927; denom. $1,000; int. payable May and Nov., at office of Union Trust Co., of Pittsburg, Pa., trustee.

OPERATION.—Year ending June 30,	1898.	1899.	1900.	1901.
Gross receipts	$83,429	$115,916	$137,493	*$122,180
Operating expenses	45,960	78,746	79,439	78,064
Earnings from operation	37,469	37,170	58,054	44,116
Deduction from earnings.				
Interest		21,026	25,000	25,000
Taxes		726	3,693	5,940
Other deductions			4,519	1,524
Net income		15,418	24,842	11,652
Total surplus	50,727	14,886	30,631	42,283

*Deficit.

Passengers carried in 1901 3,036,520

*Decrease in gross receipts in 1901, due to strike of employees of American Tin Plate Co.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$421,027	$465,759	$492,062	$504,813
" equipment	78,239	91,971	101,185	108,435
Stock of other companies.	500,000	500,000	500,000	500,000
Cash	2,909	3,549	20,006	8,397
Open accounts				213,885
Material and supplies				4,461
Other assets	311,575	138,283	182,111	3,730
Total	$1,313,750	$1,199,562	$1,295,364	$1,343,721
LIABILITIES.				
Capital stock	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt		500,000	500,000	500,000
Bills payable	515,500	162,000	241,000	301,438
Other liabilities	247,523	22,676	23,733	
Profit and loss (surplus)	50,727	14,886	30,631	42,283
Total	$1,313,750	$1,199,562	$1,295,364	$1,343,721

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 54 cars, of which 31 are motor cars and 22 trail cars; West. dynamos and motors, New Castle Jackson & Sharp and St. Louis cars, McGuire trucks.

OFFICERS.—Pres. R. R. Quay, V. Pres. J. D. Cameron, Scc. Treas. & Gen. Man. Gaylord Thompson, Ch. Engr. of Power Station J. P. Toler.

DIRECTORS.—Gaylord Thompson, J. M. Cameron, R. R. Quay, Walter Lyon, J. D. Cameron.

REFERENCE.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

GENERAL OFFICE, New Castle, Lawrence Co., Pa.

Date of information, Mar., 1902. z

NEW DECATUR, ALA.

Population in 1900, Decatur, 3,114; New Decatur, 4,437.

The People's Street Railway & Improvement Co.—Charter and municipal franchise granted in 1890, in perpetuity. Annual meeting fourth Tuesday in Oct.

CAPITAL STOCK, authorized, $18,000, issued, $15,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.87; gauge, 4 ft. 8½ in.; 20 lb. T rail; 6 mules, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. L. R. Nelson, V. Pres. W. W. Nelson, Treas. & Supt. J. B. Nelson, Sec. Gen. Man. Ch. Engr. & Pur. Agt. Geo. A. Nelson.

DIRECTORS.—G. A. Nelson, L K. Ray, J. B. Nelson, B. E. Hudnell, Wm. W. Nelson, E. J. Hudnall, H. A. Nelson.

GENERAL OFFICE, Moulton Heights, New Decatur, Ala.

Date of information, Feb., 1901. z

Decatur Street Railway Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $40,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 20 lb. T rail; 30 mules, 5 horse cars.

Please note date of information at end of each report.

OFFICERS.—V. Pres. A. C. Hartshorne, Sec. Treas. Gen. Man. & Ch. Engr. W. A. Bibb, Supt. R. L. Lide.

GENERAL OFFICE, New Decatur, Ala.

Date of information, Jan., 1902. z

NEW GLASGOW, N. S.

Population, 4,500, total population served 13,500.

New Glasgow Electric Co., Ltd.—This road is to connect New Glasgow, Westville, Stellarton, and Trenton; 8.5 miles.

CAPITAL STOCK, authorized, $250,000, issued, $50,000.

FUNDED DEBT, authorized, $250,000, issued, $30,000.

OFFICERS.—Pres. J. L. Jennison, Sec. H. V. Jennison, Gen. Man. & Pur. Agt. C. E. Wadden.

Date of information, Mar., 1902. z

NEW HAVEN, CONN.

Population in 1880, 62,882; in 1890, 86,045; in 1900, 108,027.

New England Street Railway Co.—Chartered Feb., 1893, under the laws of New Jersey, to control street railway properties in New England. In May, 1900, the control of this company was secured by the Fairhaven & Westville R.R. Co., and the stock of the Winchester Ave. R.R. Co., previously held by this company, was transferred to them at $49 per share, the stock of the New England St. Ry. Co., to be reduced by the proceeds. The transfer was opposed in the courts, but the Fairhaven & Westville are now in possession.

Capital Stock, authorized, $5,000,000, issued, $1,106,925; par value, $25 per share. Dividends payable quarterly on Jan. 15, Apr. 15, July 15, and Oct. 15. Dividends in 1895, 4¼ p. c.; in 1896, 4¾ p. c.; in 1897, 3½ p. c.; in 1898, 2¼ p. c.; in 1899, 3 p. c.; in Jan., 1900, ¾ p. c.; in Apr., 1900, ½ p. c.; none since.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. A. E. Pond.

Treasurer's Office, West Haven, Conn.

Date of information, Mar., 1902. z

Winchester Avenue Railroad Co.—Chartered June 5, 1889, in perpetuity. Annual meeting in July. In May, 1891, the New Haven & West Haven R. R. Co. was consolidated with this company. In Dec., 1895, this company leased the property of the West Shore Ry. Co. (which see for details of lease). The capital stock of this company is now controlled by the Fairhaven & Westville R.R. Co.

Capital Stock, authorized, $1,000,000, issued, $800,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon and registered bonds, authorized and issued, $500,000; dated Nov. 1, 1892, due 1912; denom. $1,000; int. payable May and Nov., at office of First National Bank of New York, and Boston Safe Deposit & Trust Co., of Boston trustee of mortgage.

Note.—The first mortgage bonds are the joint obligations of the Winchester Ave. R. R. Co. and the New Haven & West Haven R. R. Co., and are a first lien on all the franchises and tangible assets of the company now owned or to be hereafter acquired.

Operation.—	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Rec'pt from pass...	$242,870	$153,911	$245,109	$270,261	$285,090
" other sources...	5,450	11,755	26,833	8,630	3,701
" total.....	248,320	164,666	271,942	278,891	288,791
Operating expenses.	133,534	101,756	158,656	194,202	190,229
Earn. from oper...	114,786	62,940	113,286	84,689	98,562
Deductions from earn.					
Int. on bonds..	32,124	29,290	33,265	25,960	25,000
Int. on floating debt.....					2,340
Taxes.....	12,485	12,776	15,293	16,319	16,646
Rentals.....					5,500
Net income.....	70,177	20,874	64,728	42,410	49,076
Dividends paid.....	70,000	49,000	64,002	70,000	40,000
To surplus account.	177	†28,126	726	†27,590	9,076
Per cent. op. exp. to total receipts...	53.8	61.7	58.3	69.6	65.8

† Deficit.

Dividends, in 1895, 1 p. c.; in 1896, 12 p. c.; in 1897, 11 p. c.; in 1898 and 1899, 10 p. c.; in 1900, 8¼ p. c.; in 1901, 5 p. c.

STATISTICS OF TRAFFIC.

	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Passengers carried.....	4,381,462	6,014,419	5,957,179	5,713,051
Car miles run.....	764,801	1,099,558	1,155,372	1,238,326
Total receipts per car mile...	$.215	$.247	$.241	$.230
Operating exp. per car mile..	.132	.144	.168	.152

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....	$ 665,940	$ 675,123	$ 816,349	$1,153,575
" equip.....	235,493	250,780	263,928	
Cash assets.....	2,172	35,598	12,162	19,466
Stock and prop'ty rights.....	210,000	210,000	210,000	210,000
Real estate.....	106,279	106,381		
Bills and acc'ts receivable.....	3,880	3,149	2,972	366
Material and sup.....	12,664	16,485		1,003
Other assets.....	15,962	24,462	6,122	
Prof.& loss (def.).....	33,735	33,008	61,498	55,950
Total.....	$1,286,125	$1,354,986	$1,373 031	$1,440,360
LIABILITIES.				
Capital stock.....	$ 600,000	$ 600,000	$ 800,000	$ 800,000
Funded debt.....	593,000	514,000	500,000	500,000
Bills payable.....	87,200	30,000	52,000	135,250
Accts. payable.....	5,925	10,675	18,567	5,110
Accrued int., &c.....		311	2,464	
Total.....	$1,286,125	$1,354,986	$1,373,031	$1,440,360

Plant and Equipment.—Miles of track (electric), 23.97, of which 4.02 is leased; gauge, 4 ft. 8½ in ; 50 lb. to 72 lb. T rail; 99 cars, of which 72 are motor cars and 27 trail cars; 1500 H. P. station plant: West. engines, Gen. Elec. and West. dynamos and motors, Brill, Jones, L. & F., Newburyport and Stephenson cars.

Officers.—Pres. Henry S. Parmelee, V. Pres. Sam'l Hemingway, Sec. H. F. Spencer.

Directors.—Henry S. Parmelee, Jno. B. Carrington, A. E. Pond, George D. Watrous, S. H. Wagner, E. Hayes Trowbridge, H. F. Spencer, Samuel Hemingway, James S. Hemingway.

General Office, West Haven, Conn.

References.—Annual report, Vol. X, Mar., '94, p. 212; description of parks, Vol. XIII, Feb., '97, p. 93.

Date of information, Mar., 1902. z

West Shore Railway Co.—Chartered June 30, 1893. This company commenced operation July 1, 1894. On Dec. 15, 1895, the property of this company was leased to the Winchester Avenue R. R. Co., for 99 years, at a guaranteed rental of 5 p. c. per annum, payable semi-annually.

Capital Stock, authorized, $200,000, issued, $80,000; par value, $25 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $30,000; dated July 1, 1894, due 1914, but subject to call at three months' notice; denom. $500; int. payable Jan. and July, at office of Merchants' National Bank, of New Haven.

Officers.—Pres. James Dewell, Sec. & Treas. Albert E. Pond.

Directors.—J. D. Dewell, A. E. Pond, John B. Carrington.

General Office, West Haven, Conn.

Date of information, Mar., 1902. z

Fair Haven & Westville Railroad Co.—Chartered June 20, 1860. On Nov. 1, 1898, this company purchased the property of the New Haven Street Ry. Co. and the New Haven & Centerville Street Ry. Co. Consolidation ratified by General Assembly June 15, 1899. This company has issued notes to the amount of $851,077 to purchase a controlling interest in the capital stock of the Winchester Ave. R.R. Co.

Capital Stock, authorized, $5,000,000, issued, $3,000,000; par value, $25 per share. Dividends payable Jan., Apr., July and Oct.

Funded Debt.—The funded debt of the consolidated company amounts to $1,133,000 and consists of the prior liens of the constituent companies as follows:

New Haven Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $600,000; due Sept. 1, 1913; int. payable March and Sept.

New Haven Street Ry. Co.'s consolidated mortgage 5 p. c. bonds outstanding, $250,000 (see Note); int. payable June and Dec.

New Haven & Centerville Street Ry. Co.'s first mortgage 5 p. c. bonds outstanding, $283,000; due Sept. 1, 1933; int. payable March and Sept.

Note.—New Haven Street Ry. Co,'s consolidated mortgage being first mortgage on former Edgewood Ave. and second mortgage on remainder of former New Haven Street Ry. Co.'s lines.

Operation.—The following is a combination of the operating reports of the New Haven Street Ry. Co., the New Haven & Centerville Street Ry. Co., and the Fair Haven & Westville R. R. Co.

	9 mos. ending June 30, 1898.	4 mos. ending Oct. 31, 1898.	8 mos. ending June 30, 1899.	Year ending June 30, 1900.	1901.
Rects. from pass.....	$387,263	$215,027	$351,242	$580,538	$621,708
" other sources.....	5,306	3,261	6,646	11,263	22,820
" total.....	392,569	218,288	357,888	591,801	644,528
Operating expenses....	227,281	121,972	224,338	332,396	380,073
Earning from oper.....	165,288	96,316	133,550	259,405	264,455

Please note date of information at end of each report.

Deduct. from earnings.	1898.	1898.	1899.	1900.	1901.
Taxes	28,322	44	28,756	37,020	40,290
Interest	35,957	22,427	46,217	69,922	62,511
Net income	101,009	73,845	58,577	152,463	161,653
Dividends paid	54,000	79,000	50,000	106,250	125,000
To surplus account	47,009	*5,155	8,577	46,213	36,653

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.	1901.
Passengers carried	11,666,067	12,527,291
Car miles run	3,067,951	3 411,116
Total receipts per car mile	$.193	$.187
Operating expenses per car mile	.108	.111

Balance Sheet.—Dated

ASSETS.	June 30, 1898.	Oct. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road	$589,219	$589,708	$3,313,189	$3,377,597	$3,539,997
" equipment.	135,458	135,458	300,691	307,615	323,875
Other perm. invest.			69,574	89,156	105,121
Cash assets	49,775	37,902	23,423	28,133	6.312
Whitney Ave. H.R. R. Co. stock				29,200	29,500
New Haven & N'th H'vn St. Ry. Co.	20,733	20,733			
New H'vn & Centerville St. Ry. Co.	194,198	194,198			
Misse'l accts. due from other roads					8,830
Total	$989.383	$977,999	$3,706,877	$3,831,700	$4,013,635
LIABILITIES.					
Capital stock	$900,000	$900,000	$2,000,000	$2,500,000	$2,500,000
Funded debt			1,133,000	1,133,000	1,133,000
Unfunded debt			565,300	143,641	288,923
Accid't insur. fund.	21,921	24,539	8,267	16,635	22,549
Whitney Ave. H.R. R. Co.				270	270
Profit & loss (surp.)	67,462	53,460	310	38,155	68,893
Total	$989,383	$977,999	$3,706,877	$3,831,701	$4,013,635

Plant and Equipment.—Miles of track (electric), 68; gauge, 4 ft. 8½ in.; 50 lb. to 74 lb. T rail; 187 motor cars and 15 trail cars, 6 snow plows; Allis engines, Gen. Elec. and West. dynamos and motors, Jackson & Sharp and Brill cars, Bemis trucks.

Officers.—Pres. Henry S. Parmelee, V. Pres. Samuel Hemingway, Sec. & Treas. Leverett Candee, Supt. T. R. Hull, Elecn. F. G. Daniell, Ch. Engr. of Power Station L. A. Farnham.

Directors.—H. S. Parmelee, Samuel Hemingway, Geo. D. Watrous, James S. Hemingway, John B. Carrington, H. Q. Trowbridge, Wilbur F. Day, S. E. Merwin.

General Office, 730 Chapel St., New Haven, Conn.

References.—Description of track, Vol. IX, Dec., '93, p. 795 (ill.); increase of stock, Vol. X, May, '94, p. 343; description of steam power plant (brief), Vol. X, Sept., 94, p. 552; operating detail, Vol. XVII, Apr. 6, '01, p. 411 (ill.); description of park, Vol. XVII, Apr. 6, '01, p. 434; description of new cars, Vol. XVII, Jan. 19, '01, p. 116 (ill.).

Date of information, Mar., 1902. z

Manufacturers' Street Railway Co.—Operation commenced in Dec., 1896. This road handles nothing but freight.

Capital Stock, authorized and issued, $20,000; par value, $25 per share.

Funded Debt.—Demand note $14,000.

Plant and Equipment.—Miles of track (electric), 1.36; gauge, 4 ft. 8½ in.; 70 lb. rail; 1-30 ton Gen. Elec. electric motor.

Officers.—Pres. Geo. S. Barnum, V. Pres. N. W. Kendall, Sec. F. L. Bigelow, Treas. & Gen. Man. Simeon J. Fox.

Directors.—Geo. S. Barnum, N. W. Kendall, F. E. Willliams, Simeon J. Fox.

General Office, New Haven, Conn.

Reference.—Description of road, Vol. XIII, Jan., '97, p. 54 (ill.).

Date of information. Jan., 1902. z

NEW LONDON, CONN.

Population in 1880, 10,537, in 1890, 13,759, in 1900, 17,548.

New London Street Railway Co.—Chartered 1886, in perpetuity.

CAPITAL STOCK, authorized, $500,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $150,000, issued, $140,000, in treasury, $10,000; coupon but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, Mass.; trustee of mortgage, Treasurer of Connecticut.

The unissued $10,000 mortgage bonds now in the treasury may be issued and sold only as provided by the general laws of Connecticut.

OPERATION.—Year ending Sept. 30,	1897.	1898.	June 30, 1899.	1900.	1901.
Receipts from pass.	$52,402	$55.302	$55,919	$54,791	$65,181
" other sources.	1,420	500	655	1,134	102
" total.	53,822	55,802	56,574	55,925	65,283
Operating expenses.	32,369	32,512	32,953	33,782	41,373
Earnings from operation	21,453	23,290	23,621	22,143	23,910
Deduct'ns from earn'gs.					
Interest on bonds.	5,500	5,500	5,500	5,970	6,936
Int. on float'g debt.		614	366		
Taxes.	2,891	3,080	3,530	3,600	4,200
Net income	13,061	14,096	14,225	12,573	12,775
Dividends paid	17,325	12,375	12,500	10,000	10,000
To surplus account	*4,264	1,721	1,725	2,573	2,775
Total surplus account	16,789	18,510	7,112	9,703	12,478
P. c. op. exp. to tot. rec.	59.4	58.2	58.2	60.4	63.2

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	June 30, 1899.	1900.	1901.
Passengers carried	1,135,588	†666,844	1,210,526	1,206,018	1,297,122
Car miles run	214,348	†137,841	220,427	220,392	229,641
Tot. rects. per car mile	$.246		$.256	$.254	$.247
Op. ex. per car mile	.146		.104	.154	.178

DIVIDENDS—In July, 1894, 2½ p. c.; in Jan., 1895, 3 p. c.; in July, 1895, 3 p. c.; in Jan., 1896, 3½ p. c.; in July, 1896, 3½ p. c.; in Jan., 1897, 3½ p c.; in July, 1897, 3½ p. c.; in 1898–9, 5 p. c., in 1900, 4 p. c., in 1901, 4 p. c.

†During 9 mos. ending June 30, 1898.

BALANCE SHEET.—Dated Sept. 30, ASSETS.	1897.	1898.	June 30, 1899.	1900.	1901.
Cost of road	$193,900	$196,926	$206,718	$212,097	$315,457
" equipment.	83,348	83,822	87,446	88,817	88,912
Other perm. invest.	102,072	104,649	94,952	102,054	
Accounts receivable	9,238	1,253	725	920	622
Cash assets	1,667	2,515	839	4,210	8,516
Other assets	2,095	121			
Total	$392,321	$389,266	$390,680	$408,098	$413,506
LIABILITIES.					
Capital stock	$247,500	$247,500	$250,000	$250,000	$250,000
Funded debt	110,000	110,000	110,000	140,000	140,000
Accru'd accident ins.		4,256			
Bills payable	18,032		23,568	8,395	11,029
Other liabilities		9,000			
Profit and loss (surplus)	16,789	18,510	7,112	9,703	12,478
Total	$392,321	$389,266	$390,680	$408,098	$413,506

PLANT AND EQUIPMENT.—Miles of track (electric), 8.07; gauge, 4 ft. 8½ in.; 48 and 60 lb. T rail; 23 motor cars, 2 snow plows; Greene engines, Gen. Elec. dynamos and motors, Briggs, Jones and Newburyport cars, Bemis trucks.

OFFICERS.—Pres. & Sec. W. Learned, Treas. W. A Tucker, 53 State St., Boston; Supt. L. Bentley, Ch. Engr. Edward Haven.

DIRECTORS.—John F. Perry, W. A. Tucker, Boston, Mass.; Aug. Brandegee, Walter Learned, Horace C. Learned, Billings Learned, Jas. Hislop, New London.

GENERAL OFFICE, New London, Conn.

TREASURERS' OFFICE, 53 State St., Boston, Mass.

REFERENCE.—Description of power plant, Vol. XIII, Feb., '97, p. 105 (ill.).

Date of information, Mar., 1902. z

NEW ORLEANS, LA.

Population in 1880, 216,090, in 1890, 242,039, in 1900, 287,104.

New Orleans Railway Co.—This company was incorporated Jan. 28, 1902, to lease the property of the New Orleans City R. R. Co.

Capital Stock, $5,000,000.

Date of information, Feb., 1902. x

New Orleans City Railroad Co.—Chartered in 1898 for the purpose of acquiring the properties of the New Orleans Traction Co. Ltd., the New Orleans City & Lake R. R. Co., and the Crescent City R. R. Co. A meeting of the stockholders of this company will be held on Mar. 24, 1902, to vote on the proposition to lease the property to the New Orleans Ry. Co.

Capital Stock, common stock, authorized and issued, $5,000,000.

5 p. c. cumulative preferred stock, authorized and issued, $2,500,000. This stock is to have preference over the common stock as to assets as well as for dividends, and the company shall have no power to create a new lien without the assent of the majority of the preferred stock. Preferred stock to elect a majority of directors until dividends for five consecutive years have been paid on preferred stock.

Please note date of information at end of each report.

General Office, New Paltz, Ulster Co., N. Y. Executive office, 15 Exchange Place, Jersey City.

Power Station, Lloyd, N. Y.

Reference.—Description of snow plow, Vol. XV., Apr., '99, p. 220 (ill.).

Date of information, Mar., 1902. z

NEW PHILADELPHIA, O.

Population in 1880, 3,070, in 1890, 4 456, in 1900, 6,213.

Tuscarawas Traction Co. This company is a consolidation of the Tuscarawas Electric Co. and the Tuscarawas R. R. Co.

Capital Stock, authorized, $350,000, issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. and 6 p. c. gold bonds, $200,000; $100,000 dated 1890, due 1910, and $100,000 dated June, 1896, due 1916; denom. $500; int. payable at office of the Savings & Trust Co., Cleveland, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 50 lb. and 66 lb. T and 45 lb. girder rail; 15 motor cars, 4 trail cars; Ball engines, T. & H. dynamos, West. motors, Kuhlman and Jackson & Sharp cars, Dupont trucks.

Officers.—Pres. F. T. Pomeroy, V. Pres. J. A. Rutherford, Sec. J. O. Wilson Treas. & Gen. Man. Will Akins, Ch. Engr. J. Shultheiss, Ch. Elecn. E. G. Snyder.

Directors.—F. T. Pomeroy, J. A. Rutherford, J. O. Wilson, A. E. Akins, Cleveland, O.; Theo. Wentz, Fostoria, O.; Will Christy, Akron, O.; George Bowers, New Philadelphia, O.

General Office, New Philadelphia, O.

Date of information, Mar., 1902. z

NEWPORT, R. I.

Population in 1880, 15,693, in 1890, 19,449, in 1900,

Newport Street Railway Co.—Chartered July 30, 1888. Annual meeting last Tuesday in Jan. The capital stock of this company is now controlled by the Massachusetts Electric Companies and on July 1, 1900, this company was consolidated with the Newport & Fall River St. Ry. Co., which is leased to the Old Colony St. Ry. Co.

Capital Stock.—Common stock, $77,000.

7 p. c. cumulative preferred stock, $30,000. Dividends payable Jan. and July.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Floating Debt, in 1900, $19,211.

Operation.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.
Rcpts. from passengers.	$39,519	$36,338	$43,589	$52,150	$50,235
" other sources....	910	1,037	4,442	857	848
" total.....	40,429	37,375	48,031	53,007	51,083
Operating expenses	29,250	26,293	24,804	43,832	29,805
Earnings from oper....	11,179	11,082	23,227	9,175	21,278
Deductions from earn.					
Interest	3,083	2,539	2,949	2,899	2,822
Taxes.....	914	914	70	70	652
Other deductions...		14,725	12,724		3,197
Net income.....	7,182	*7,096	7,484	6,206	14,607
Dividends paid.....	5,950	2,100	2,100	2,100	9,800
To surplus account	1,232	*9,196	5,384	4,106	4,807
Total surplus account ..		*7,883	*2,499	*10,480	*5,458

*Deficit.

Balance Sheet.—Dated June 30.

Assets.	1897.	1898.	1899.	1900.
Cost of road and equipment.	$144,739	$149,812	$149,873	$152,008
Other assets	15,533	13,405	14,864	18,745
Profit and loss (deficit)... .	7,883	2,499	10,480	5,458
Total	$168,155	$165,716	$175,217	$176,211
Liabilities.				
Capital stock.....	$107,000	$107,000	$107,000	$107,000
Funded debt	50,000	50,000	50.000	50,000
Floating debt.....	11,155	8,716	18,217	19,211
Total	$168,155	$165,716	$175,217	$176,211

Dividends, on preferred stock since 1889, 7 p. c. per annum; on common stock, in 1891, 5 p. c.; in 1892, 7 p. c.; in 1893-4-6-9, 5 p. c.; in 1900, 7 p. c. on preferred and 5 p. c. on common.

Plant and Equipment.—Miles of track (electric), 4.17, gauge, 4 ft. 8½ in.; 45 lb. and 60 lb. T rail; 17 cars, of which 13 are motor cars and 4 trail cars; Gen. Elec. motors, Ellis. Jackson & Sharp and Newburyport cars.

Officers.—Pres. G. B. Reynolds, Elecn. G. E. Swan.

Directors.—Angus McLeod, P. F. Sullivan, G. B. Reynolds, George R. Chase, C. A. Brackett, H. H. Reed, R. S. Goff.

General Offices, 227 Spring St. and 449 Thames St., Newport, R. I.

References.—Increase of stock, Vol. IX, Mar., '93, p. 198; annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Feb., 1902. b

Newport & Fall River Street Railway Co.—This company is the consolidation of the Middletown & Portsmouth Street Ry. Co. of Newport and the Fall River & Stone Bridge Street Ry. Co. On July 1, 1900, the Newport St. Ry. Co. was consolidated with this company, and on Dec. 24, 1900, the Newport Illuminating Co. was also consolidated. The capital stock of this company is now controlled by the Massachusetts Electric Cos., and the road is leased to the Old Colony St. Ry. Co.

Capital Stock,† $557,000.

Funded Debt.—See Old Colony Street Ry. Co., Brockton, Mass.

Operation.—Year ending June 30,†	1899.	1900.	1901.
Total receipts.....	$70,836	$128,654	$213,129
Operating expenses.....	48;000	84,908	125,267
Earnings from operation.....	22,836	43,746	87,862
Deductions from earnings			
Interest on bonds	11,833	14,500	31,288
Taxes.....	1,650	2,426	4,977
Other deductions.....	3,554	1,724	
Net income.....	5,799	25,096	51,596
Dividends paid.....	7,500	14,809	45,920
To surplus account.....	*1,701	10,296	5,676
Total surplus account.....	808	33,082	5,525

*Deficit. †Includes the figures of the Newport St. Ry. Co. for 1899 and 1900, and also of the Illuminating Dept. for 1901.

Balance Sheet.—Dated Sept. 30,

Assets.	1900.	1901.
Cost of road and equipment.....	$694,418	$1,157,835
Other assets.....	26,191	34,677
Total.....	$720,609	$1,192,512
Liabilities.		
Capital stock.....	$357,000	$ 557,000
Funded debt.....	290,000	543,500
Floating debt.....	40,527	49,000
Current liabilities.....		37,496
Profit and loss (surplus).....	33,082	5,515
Total	$720,609	$1,192,512

Plant and Equipment.—Miles of track (electric), 19.72; gauge, 4 ft. 8½ in.; 56 lb. rail; 30 cars, of which 27 are motor cars; 1 horse; Providence engines; Gen. Elec. dynamos and motors; Newburyport cars, Peckham truck.

Officers.—Pres. P. F. Sullivan, Lowell, Mass.; V. Pres. Melville Bull, Middletown, R. I.; Sec. Albert C. Landers, Newport, R. I.; Treas. Jos. H. Goodspeed, Asst. Treas. H. H. Read, Taunton, Mass.; Audr. D. Dana Bartlett, Boston, Mass.; Gen. Man. E. C. Foster, Boston, Mass.; Gen. Supt. Robert S. Goff, Taunton, Mass.; Supt. George P. Magnor, Newport, R. I.; Pur. Agt. Fred Taylor, Boston, Mass.; Elec. Engr. C. F. Bancroft, Boston, Mass.

Directors.—P. F. Sullivan, A. C. Landers, R. S. Goff, Melville Bull, Herbert H. Read, Angus McLeod, Chas. A. Brackett, G. B. Reynolds, Geo. R. Chase.

General Office, Newport, R. I.

Date of information, Feb., 1902. z

NEWPORT NEWS, VA.

Population in 1900, 19,635.

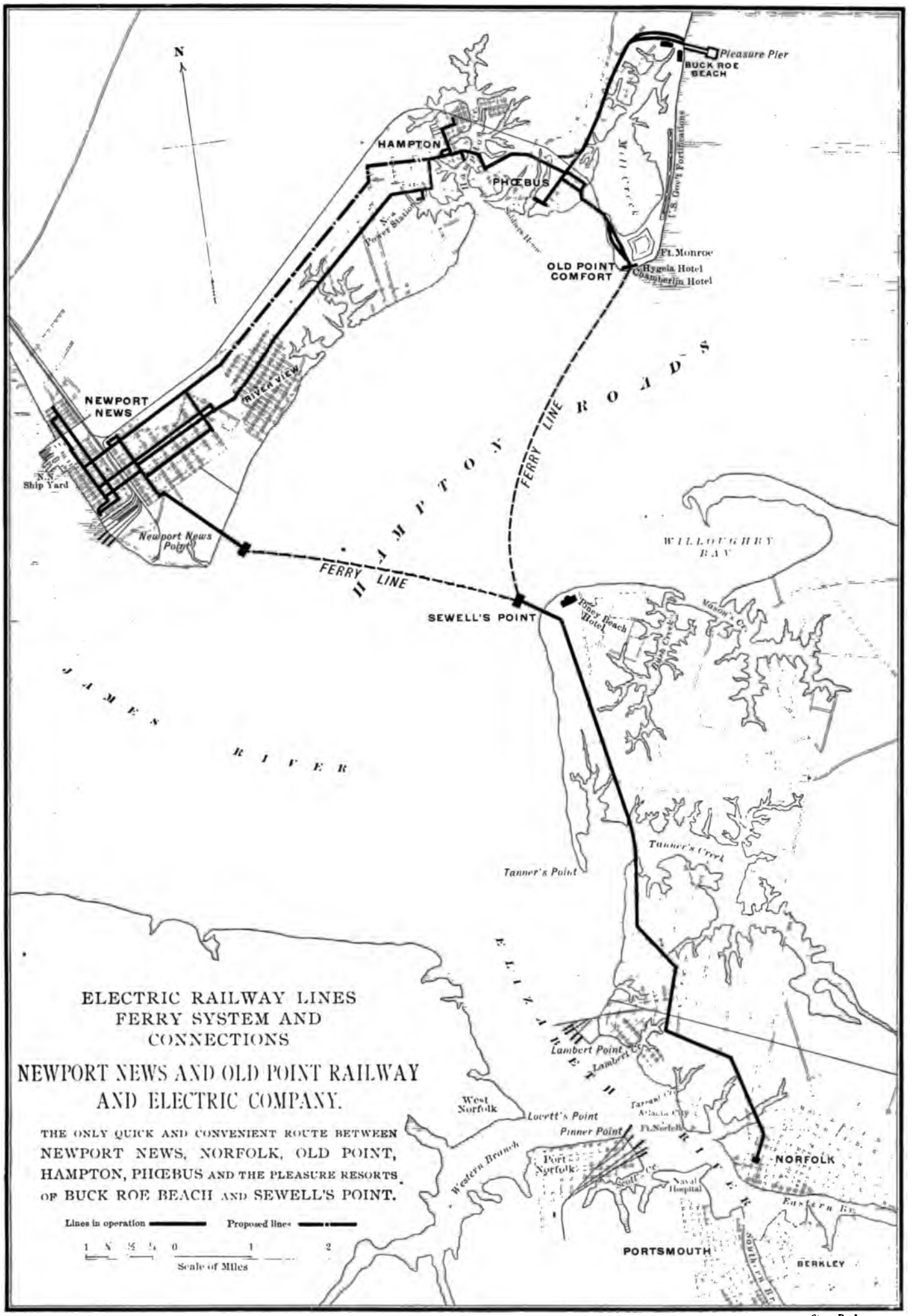
Newport News & Old Point Railway & Electric Co.—Chartered Mar. 1, 1898, in perpetuity. Municipal franchises granted Mar. 23, 1899, for 50 years. Annual meeting second Tuesday in Dec. Population of cities and towns served, 40,000.

Capital Stock.—Common stock, authorized $2,000,000, issued, $1,075,000; par value, $100 per share; 5 p. c. cumulative preferred stock, authorized, $2,000,000, issued, $725,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $900,000; coupon, but may be registered; denom. $1,000; dated Oct. 25, 1898, due Nov. 1, 1938; int. payable May and Nov., at office of Alex. Brown & Sons, of Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

General mortgage 5 p.c. gold coupon bonds, authorized, $4,000,000, issued, $1,500,000, in escrow, $1,575,000, in treasury, $925,000; dated Feb. 28, 1901, due Mar. 1, 1941; denom. $1,000; int. payable Mar. and Sept., at office of Alex Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., Baltimore, Md.

Please note date of information at end of each report.



Street Ry. Journal

OPERATION.—Year ending Oct. 31, 1901.

Receipts from passengers	$ 171,380
" other sources	*108,454
" total	279,834
Operating expenses	184,853
Earnings from operation	94,981
Deductions from earnings	50,854
Net income	44,127
Dividends	20,000
Surplus	24,127
Per cent. operating expenses to total receipts	66.7

*Including income from investments and securities of other companies.

STATISTICS OF TRAFFIC.

Year ending Oct. 31, 1901.	
Passengers carried	4,147,389
Car miles run	700,490
Total receipts per car mile	$.399
Operating expenses per car mile	.264

PLANT AND EQUIPMENT.—Miles of track (electric), 22.25; gauge, 4 ft. 8½ in.; 65 lb. T, to 92 lb. girder rail; 32 motor cars and 10 trail cars; Frick and Green engines, 2000 H. P., Station plant Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. W. J. Payne, V. Pres. Geo. A. Schmelz, Sec. D. C. Zollickoffer, Treas. H. L. Schmelz, Audr. F. Von Schilling, Gen. Man. H. H. Carr, Supt. H. P. Barney, Hampton, Va.

DIRECTORS.—W. J. Payne, Samuel Regester, Richmond, Va.; L. P. Stearnes, G. A. Schmelz, Newport News, Va.; F. W. Darling, John M. Willis, Hampton, Va.; John B. Kimberley, Fort Monroe, Va.; C. B. Orcutt, New York City.

GENERAL OFFICE, Hampton, Va.

REFERENCE.—Description of road, Vol. IX, Feb., '93, p. 80 (ill.).

Date of information, Mar., 1902. z

For map of road see page 181.

Citizens Railway, Light & Power Co.—Incorporated May 1, 1900. This Company is a consolidation of the Peninsular Ry. Co., the Chesapeake & Hampton Roads Ry. Co., and the Peninsular Electric Light & Power Co. The capital stock of this company is controlled by the Newport News & Old Point Ry. & Electric Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c, gold bonds, authorized, $800,00; issued, $675,000; in treasury for future improvements, $125,000; dated May 1, 1900, due 1940; denom, $1,000; coupon, but may be registered; int. payable May and Nov., at office of Alexander Brown & Sons, Baltimore, trustee of mortgage, Maryland Trust Co., of Baltimore.

The bonds of this company are guaranteed, principal and interest, by the Newport News & Old Point Ry. & Electric Co. Bonds are subject to call on 60 days notice at 110 and interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge 4 ft. 8½ in; 65 lb. T rail; 6 motor cars.

OFFICERS.—Pres. W. A. Post, Sec. & Treas. E. Burnette.

GENERAL OFFICE, Hampton, Va.

Date of information, Mar., 1902. z

NEWTON, MASS.

Population in 1880, 16,995, in 1890, 24,370, in 1900, 33,587.

Boston Suburban Electric Companies.—This is a voluntary association which has recently acquired the control of the Commonwealth Avenue St. Ry. Co., the Newton St. Ry. Co., the Newton & Boston St. Ry. Co., the Wellesley & Boston St. Ry. Co., the Lexington & Boston St. Ry. Co., and the Waltham Gas & Electric Light Co.

Capital Stock, authorized, $6,000,000, issued, $4,500,000, of which 25,000 shares are preferred stock and 20,000 shares are common stock. There is no par value to the stock.

The capital stock of the constituent companies was exchanged for the stock of this company on a basis of $94 per share for preferred stock and $33 per share for common stock, as follows:

	No. of shares.	Received—Boston Suburban Electric Co.'s pref.	Received—Boston Suburban Electric Co.'s com.	Present value per share.
Newton, 2 shares preferred, 1 share common	3,150	6,300	3,150	$221
Newton & Boston, 1 share preferred, 1 share common	2,000	2,000	2,000	127
Wellesley & Boston, 2½ shares preferred, 1 share common	1,150	2,875	1,150	268
Commonwealth Avenue, 2 shares preferred, 1 share common	2,920	5,840	2,920	221
Lexington & Boston, 1 share preferred, 1½ shares common	5,250	5,250	7,875	143½
Total	14,470	22,265	17,095	

Officers.—Pres. Adams D. Claflin, Sec. Jerome C. Smith, Treas. F. H. Lewis.

Date of information, Mar., 1902. x z

Commonwealth Avenue Street Railway Co.—Chartered, 1895. Municipal franchise granted June, 1895. Annual meeting in Oct. This property has recently been acquired by the Boston Suburban Electric Companies.

Capital Stock, authorized and issued, $292,000.

Funded Debt.—First mortgage 5 p. c. coupon gold bonds, authorized and issued, $75,000; dated Feb. 1, 1896, due 1916; denom. $500; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Receipts from passeng.	$71,332	$68,717	$76,336	$80,478
" other sources	2,298	3,949	3,182	4,532
" total	73,630	72,666	79,518	85,010
Operating expenses	68,215	50,156	54,132	57,099
Earnings from operat	5,415	22,510	25,386	27,911
Deduc. from earnings.				
Interest	6,750	3,750	4,047	3,884
Taxes	2,785	4,504	4,757	6,375
Other deductions			250	
Net income	*1,120	*14,256	16,332	17,651
Dividends paid		12,900	15,612	17,496
To surplus account		1,356	720	155
Total surplus	2,079	3,453	4,173	4,328

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.	
General expenses	$10,713
Transportation expenses	36,665
Maintenance of way and buildings	4,774
Maintenance of equipment	4,946
Total	$57,099

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried	1,447,822	1,432,884	1,667,591	1,780,716
Car miles run	478,017	377,670	426,560	436,952
Total receipts per car mile	$.154	$.192	$.186	$.194
Oper'ng exp. per car mile.	.142	$.132	.127	.130

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$156,253	$185,675	$185,675	$186,192
Cost of equipment	90,108	90,356	84,255	102,690
Other permanent investments.	80,983	83,330	84,532	88,945
Cash and current assets	8,121	13,321	13,076	7,052
Materials and supplies	2,955	3,453	3,818	4,587
Other assets	1,260		731	626
Total	$339,680	$376,135	$372,087	$390,091
LIABILITIES.				
Capital stock	$175,000	$258,000	$260,200	$292,000
Paid in on stock			21,000	
Funded debt	75,000	75,000	75,000	75,000
Current liabilities	84,173	35,565	6,253	11,763
Accrued "	3,410	5,117	5,461	7,000
Profit and loss (surplus)	2,097	3,453	4,173	4,328
Total	$339,680	$376,135	$372,087	$390,091

Plant and Equipment.—Miles of track (electric). 13.77; gauge, 4 ft. 8½ in.; 70 lb., 90 lb. and 106 lb. rail; 29 motor cars; West. motors. Jones cars, Taylor and Dupont trucks; power rented.

Officers.—Pres. and Gen. Man. A. D. Claflin. Sec. Russell A. Sears Treas. Frederic H. Lewis. Supt. N. C. Smith, Auburndale.

Directors.—A. D. Claflin, Winthrop Coffin, W. F. Hammett, Sydney Harwood, Frank W. Remick, James L. Richards, Alden E. Viles.

General Office, Newtonville, Mass.

Date of information, Jan., 1902. z

Newton Street Railway Co.—Chartered June, 1886. This company operates on the north side of the Boston & Albany R. R. tracks in Newton and serves the villages of Newton, Newtonville and West Newton (all in Newton City), the city of Waltham and the township of Watertown. The property has recently been acquired by the Boston Suburban Electric Companies.

CAPITAL STOCK, authorized and issued, $315,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $135,000; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Please note date of information at end of each report.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.....	$92,154	$91,465	$100,653	$115,188	$124,595
" other sources...	1,918	4,355	4,964	5,150	5,155
" total.....	94,072	95,820	105,617	120,338	129,750
Operating expenses.....	67,650	64,389	72,654	85,744	88,863
Earnings fr'm operation..	26,422	31,431	32,963	34,594	40,887
Deduct. from earnings.					
Interest.....	7,802	6,750	6,750	6,750	6,750
Int. on float'g debt..		4,409	6,018	7,258	7,761
Taxes.....	1,787	3,180	3,391	5,420	6,602
Net income.....	16,833	17,092	16,804	15,166	19,774
Dividends paid.....	16,800	16,800	16,800	16,800	16,800
To surplus account.....	33	292	4	*1,634	2,974
Premium on bonds.....					11,000
Total surplus account....	20,862	21,154	21,158	19,524	39,498
P. c. op. exp. to tot. rec...	71.9	67.2	68.7	71.2	68.5

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
General expenses.....	$10,276	$9,856	$10,554	$13,441
Transportation expenses...	42,904	48,569	51,247	59,401
Maint. of way and bldgs...	5,499	7,350	5,717	6,411
" " equipment	5,710	6,879	18,226	9,610
Total	$64,389	$72,654	$85,744	$88,863

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried.....	1,827,120	2,095,701	2,460,853	2,691,172
Car miles run.....	465,458	478,169	529,714	579,485
Total receipts per car mile	$.206	$.221	$.227	$.223
Oper. expenses per c. m..	.138	.152	.161	.153

DIVIDENDS.—In 1892, 7 p. c.; in 1893 and thereafter, 8 p. c. annually.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900	1901.
Cost of road.....	$284,699	$317,279	$338,809	$340,616	$402,938
Cost of equipment.....	91,056	94,017	101,972	101,972	112,068
Other perm. invest.....	31,510	31,510	37,510	55,849	86,487
Cash and current assets.	6,302	178	2,817	476	5
Other assets.....		7,000			
Total.....	$413,567	$449,984	$481,108	$498,913	$601,498
LIABILITIES.					
Capital stock.....	$257,625	$210,000	$210,000	$210,000	$315,000
Paid in on shares to be issued.....			99,950	140,390	
Funded debt.....	135,000	135,000	135,000	135,000	135,000
Floating debt.....	80	73,750			
Current liabilities.....		10,080	15,000	30,000	118,000
Profit and loss (surplus)	20,862	21,154	21,158	19,523	33,498
Total.....	$413,567	$449,984	$481,108	$498,913	$601,498

PLANT AND EQUIPMENT.—Miles of track (electric), 18.21; gauge, 4 ft. 8½ in.; 56 lb. T and 93 lb. girder rail; 41 motor cars; 4 snow plows; Gen. Elec. dynamos and motors, Jones and Newburyport cars; rent power.

OFFICERS.—Pres. Winthrop Coffin, V. Pres. Ephraim Stearns, Sec. Geo. W. Morse, Treas. Frederic H. Lewis.

DIRECTORS.—Winthrop Coffin, Brookline, Mass.; Geo. W. Morse, Newtonville, Mass.; E. Stearns, T. P. Smith, Waltham, Mass.; Chas. W. Smith, Alden E. Viles, Boston, Mass.; S. Harwood, S. Farquhar, Newton, Mass.

GENERAL OFFICE, and Treasurer's office, Newtonville, Mass.

REFERENCES.—Annual report, Vol. VIII, Jan., '92, p. 22; Vol. IX, Dec., '93, p. 842; increase of stock, Vol. IX, Apr., '93, p. 270; operating detail, Vol. XIV., Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Feb., 1902. z

Newton & Boston Street Railway Co.—Chartered 1892. This company leases and operates the Newtonville & Watertown Ry. under a 5 year contract, dated 1897, and operates in Newtonville, Newton Highlands, Newton Centre, Newton Upper Falls, Highlandville, Needham, Watertown, Watertown Arsenal, Brighton and Allston. The company supplies power for the Newton St. Ry., Wellesley & Boston St. Ry., Commonwealth Ave. St. Ry. and the Natick & Cochituate St. Ry. The property has recently been acquired by the Boston Suburban Electric Companies.

CAPITAL STOCK, authorized, $250,000, issued, $200,000; (see note) par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $200,000; coupon, but may be registered; dated July 1, 1892, due 1912; denom. $500; int. payable Jan. and July, at office of American Loan & Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30,

	1897.	†1898.	1899.	1900.	1901.
Receipts from pass.....	$32,679	$54,322	$71,587	$79,375	$63,520
" other sources...	11,863	23,987	2,077	1,292	1,392
" total.....	44,542	78,309	73,664	80,667	64,912
Operating expenses.....	26,292	59,509	60,289	69,999	92,589
Earnings from operation.	18,250	18,800	13,375	10,668	*27,677
Deductions from earnings.					
Interest on bonds....	5,625	6,250	6,250	6,250	8,125
" " float. debt	2,576	2,502	4,124	4,693	6,863
Taxes.....	1,296	1,510	2,110	3,708	3,695
Net income.....	8,753	8 538	891	*3,983	*46,360
Dividends paid.....	4,688	9,062	7,500		
To surplus account.....	4,065	*524	*6,609	*4,618	*46,360
Total surplus account....	6,497	5,973	*636	86.7	*50,922
Per cent. op. exp. to total receipts.....	59.0	76.0		81.8	

*Deficit. The large deficit in 1901 was due not only to reductions and alterations in the running of cars, but also to extraordinary repairs and expenses, not only in the power houses but on the line as well, which, to a large extent, could properly have been charged to construction.

†Includes operation of the Newtonville & Watertown Street Ry.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses.....	$ 4,162	$ 7,349	$ 9,354	$ 8,242
Maint. of way and bldgs.....	1,785	5,382	5,431	1,768
" " equipment.....	3,727	5,824	3,760	5,372
Transportation expenses.....	16,618	40,954	41,744	54,617
Total.....	$26,292	$59,509	$60,289	$69,999

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried....	678,836	1,098,486	1,699,586	1,855,290	1,638,882
Car miles run.....	228 043	456,530	499,941	534,676	413,415
Total rec. per car mile.	$.195	$.171	$.163	$.151	$.157
Oper. exps. " "	.115	.130	.134	.131	.224

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$170,300	$179,892	$187,716	$189,339	$190,925
" equipment.....	71,179	77,095	96,667	108,695	112,571
Other permanent invest.	91,035	121,903	124,981	153,153	162,380
Cash and current assets	5,484	7,583	13,000	7,594	255
Bills & accts. receivable.					447
Profit and loss (deficit)..			636	4,618	50,922
Total.....	$337,997	$386,473	$423,000	$463,399	$517,500
LIABILITIES.					
Capital stock.....	$175,000	$200,000	$200,000	$200,000	$200,000
Funded debt.....	125,000	125,000	125,000	125,000	200,000
Floating debt.....	11,500	35,500	78,000	138,399	117,500
Real estate mortgage...	20,000	20,000	20,000		
Profit and loss (surplus).	6,497	5,973			
Total.....	$337,997	$386,473	$423,000	$463,399	$517,500

PLANT AND EQUIPMENT. — Miles of track owned, 9.78, leased, 7.17, (electric), 16.95; gauge, 4 ft. 8½ in.; 56 lb. and 93 lb. T and girder rail; 31 motor cars; 2 sand cars; 3 snow plows; 1,000 H. P. station plant; West. engines, Babcock & Wilcox boilers, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jackson & Sharp, Wason and Trimble cars, Bemis trucks.

OFFICERS.—Pres. & Gen. Man. A. D. Claflin, V. Pres. Wm. F. Hammett, Sec. R. A. Sears, Treas. & Pur. Agt. Frederic H. Lewis, Supt. Ch. Engr. Elecn. & Ch. Engr. of Power Station Edward C. Spring.

DIRECTORS.—Adams D. Claflin, Winthrop Coffin, Alden E. Viles, Sydney Harwood, Frank W. Remick, Wm. F. Hammett, J. L. Richards.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Description of power plant, Vol. IX, Apr., '93, 211 (ill.); operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Jan., 1902. z

Newtonville & Watertown Street Railway Co.—This road is leased to, and operated by, the Newton & Boston Street Ry. Co., under a 5 year contract dated 1897.

CAPITAL STOCK, authorized and issued, $50,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 56 lb. T rail; Gen. Elec. dynamos and motors, Jackson & Sharp cars; rent power.

OFFICERS.—Pres. & Gen. Man. H. B. Parker, Sec. R. A. Sears, Treas. J. L. Richards, Supt. L. H. McLain.

Please note date of information at end of each report.

DIRECTORS.—J. L. Richards, H. B. Parker, Wm. Endicott, Jr., R. Elmer Townsend, Joseph Remick, Jeremiah Smith, Jr.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept , '98, p. 489.

Date of information, Jan., 1902. b

Wellesley & Boston Street Railway Co.—This company commenced operation on Aug. 4, 1895. The property has recently been acquired by the Boston Suburban Electric Companies.

CAPITAL STOCK, authorized and issued, $115,000; par value, $100 per share.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$13,039	$37,610	$51,178	$57,073	$59,157
" other sources	273	1,764	1,846	2,012	1,652
" total	13,312	39,374	53,024	59,085	60,809
Operating expenses	9,615	26,354	36,345	43,901	47,374
Earnings from operation	3,697	13,020	16,679	15,184	13,435
Deductions from earnings.					
Interest	209	363	47	75	132
Taxes	624	624	1,589	3,253	3,925
Net income	2,864	12,033	15,044	11,856	9,378
Dividends paid	2,800	8,000	8,900	9,200	9,200
To surplus account	64	4,033	6,144	2,656	178
Total surplus account	1,990	6,023	7,168	7,324	7,502

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$1,166	$ 4,519	$ 7,216	$12,285	$15,034
Maint of way and buildings	243	2,233	1,592	1,763	1,657
" " equipment	417	1,139	2,824	3,421	5,557
Transportation expenses	7,790	18,463	24,713	26,432	25,125
Total	$9,615	$26,354	$36,345	$43,901	$47,374

STATISTICS OF TRAFFIC.

Year ending Sept.30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	273,144	709,887	1,135,613	1,309,018	1,391,613
Car miles run	95,575	220,980	251,813	260,819	245,452
Total rcpts. per car mile.	$.139	$.178	$.210	$.226	$.247
Op. ex. per car mile	.101	.119	.144	.168	.192

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 55,765	$ 84,770	$ 86,898	$ 86,898	$ 89,869
" equipment	16,546	25,368	32,943	34,001	33,904
Other permanent invest.	100	5,240	5,240	5,240	5,240
Cash and current assets.	29,580	7,146	2,086	3,685	989
Total	$101,990	$122,524	$127,167	$129,824	$130,002
LIABILITIES.					
Capital stock	$100,000	$100,000	$115,000	$115,000	$115,000
Unfunded debt		16,500	5,000	7,500	7,500
Profit and loss (surplus).	1,990	6,024	7,167	7,324	7,502
Total	$101,990	$122,524	$127,167	$129,824	$130,002

PLANT AND EQUIPMENT.—Miles of track, (electric), 8.63; 14 motor cars; Wason cars; Gen. Elec. and West. motors; rent power.

OFFICERS.—Pres. & Gen. Man. James W. French, Tremont Bldg., Boston, Mass.; V. Pres. Horace B. Parker, Sec. R. A. Sears, Treas. Frederick H. Lewis. Supt. Edward C. Spring.

DIRECTORS.—H. B. Parker, A. R. Mitchell, J. L. Richards, J. W. French, W. F. Hammett, G. Fred. Simpson.

GENERAL OFFICE, Newtonville, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 483; operating detail, Vol. XIV, Sept., '98, p 489.

Date of information, Feb., 1902. z

NEWTOWN, PA.

Population in 1880, 1,001; in 1890, 1,213, in 1900, 1,463.

Newtown Electric Street Railway Co.—Chartered Dec. 17, 1896. Annual meeting second Monday in January. On Sept. 1, 1898, this company leased the Newtown, Langhorne & Bristol Trolley Street Ry.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000; dated July 20, 1898, due 1928; denom. $1,000; int. payable at office of Real Estate Title Insurance and Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Gross receipts	$3,718	$21,342	$36,445	$53,713
Operating expenses	3,582	20,818	32,694	42,170
Earnings from operation	136	524	3,751	11,543
Deductions from earnings.				
Interest			11,273	6,636
Taxes		607	11	3,551
Rentals		3,442	6,834	6,724
Net income		*$3,525	*14,367	*5,368

* Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$55,520	$113,279	$592,516	$608,868
Cost of equipment	4,480	4,513	5,003	5,060
Cash and current assets	136	103	3,657	2,286
Materials and supplies		1,450	3,442	1,518
Additions and betterments				419
Profit and loss (deficit)		3,787	18,155	19,735
Total	$60,136	$123,132	$622,773	$637,886
LIABILITIES.				
Capital stock	$60,000	$ 72,000	$300,000	$300,000
Funded debt		43,000	300,000	300,000
Current liabilities			11,273	6,636
Loans		8,132	11,500	31,250
Profit and loss (surplus)	136			
Total	$60,136	$123,132	$622,773	$637,886

PLANT AND EQUIPMENT.—Miles of track (electric), 27.89; gauge, 5 ft. 2½ ins.; 70 lb. rail; 15 motor cars; 1,200 H. P. station plant; Gen. Elec. dynamos and motors, Brill and St. Louis car and trucks.

OFFICERS.—Pres. T. P. Chambers, Sec. George C. Worstall, Treas. Thomas B. Chambers, Gen. Mgr. A. Chambers, Supt. J. W. Keener.

DIRECTORS.—T. S. Kenderdine, E. H. Buckman, T. P. Chambers, D. A. Hegarty, W. T. Wright, George C. Worstall, Ashbel W. Watson, Robert Alexander, A. Chambers, George C. Blackfan.

GENERAL OFFICE, Newtown, Pa.

Date of information, Mar., 1902. z

NEW WESTMINSTER, B. C.

Population in 1902, 8,000.

British Columbia Electric Railway Co. (Ltd.)—This company owns and operates the electric railway systems of Vancouver, Victoria and North Westminster, with connecting interurban lines.

CAPITAL STOCK.—Common shares issued, £200,000, preference shares issued, £200,000, 4½ p. c. debenture shares issued, £250,000.

PLANT AND EQUIPMENT.—Miles of track, electric (New Westminster division), 18; gauge, 4 ft. 8½ in.; 40 to 70 lb. T rail; 6 motor cars and 4 freight cars; 2 Edison generators, 400 K. W., Ideal engines, 500 H. P., Doty boilers, 600 H. P.

GENERAL OFFICERS.—Chairman R. M. Horne Payne, London, Eng.; Sec. Francis Hope, London, Eng.; Gen. Man. J. Buntzen, Vancouver, B. C.; Gen. Supt. R M. Sperling, Vancouver, B. C.; Local Man. F. R. Glover, New Westminster, B. C.; H. Hemlow, Vancouver, B. C.

LOCAL OFFICE, Columbia St., New Westminster, B. C.

Date of information, Mar., 1902. z

NEW WHATCOM, WASH.

Population in 1890, 2,140, in 1900, 6,834.

Bellingham Bay Electric Street Railway Co.—This road is leased to S. Z. Mitchell, who also owns the Fairhaven & New Whatcom Ry.

CAPITAL STOCK, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 cars, of which 4 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. S. Z. Mitchell, 1st V. Pres. Edward Fischer, 2d V. Pres. T. W. Gillette, Sec. & Man. Norman Tucker, Treas. V. A. Roeder.

Date of information, Jan., 1902. z

NEW YORK, N. Y.

Population in 1880, 1,206,229, in 1890, 1,515,302, in 1900, 3,437,202.

Bleecker Street & Fulton Ferry Railroad Co.—Chartered Dec. 12, 1864. Annual meeting fourth Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally to Twenty-third Street Ry. Co. for 99 years), for a rental of $62,500 per annum, equivalent to interest on funded debt, and a dividend of 1½ p. c. on capital stock.

Please note date of information at end of each report.

Capital Stock, authorized and issued $900,000; par value, $100 per share. Dividends 1½ p. c., payable Jan. and July.

Funded Debt.—*First mortgage 7 p. c., bonds, authorized and issued, $700,000; dated Jan. 1, 1876, due 1900; int. payable Jan. and July.

*Extended Jan. 1, 1900, for 50 years at 4 p. c.

Balance Sheet.—Dated, June 30, 1901, (Same in 1897-8-9-1900).

Assets.		Liabilities.	
Cost of road and equipment	$1,801,932	Capital stock	$900,000
Bond extension account	30,500	Funded debt	700,000
		Profit and loss	201,932
		Met. St. Ry. account	30,500
Total	$1,832,432	Total	$1,832,432

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Broadway & Seventh Avenue Railroad Co.—Chartered May 26, 1864. Annual meeting second Monday in June.

Leased to Metropolitan Street Ry. Co. (originally, on May 13, 1890, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 10 p. c. per annum on the company's capital stock.

Capital Stock, authorized and issued, $2,100,000; par value, $100 per share. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

Funded Debt.—Total authorized, $14,5000,000; amount issued, $9,650,000, as follows: First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated June 1, 1884, due 1904; denom. $1,000; int. payable June and Dec.

Second mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1884; due 1914; denom. $1,000; int. payable Jan. and July.

First consolidated mortgage 5 p. c. gold bonds, authorized, $12,500,000, issued, $7,650,000; in escrow (see Note), $4,850,000; coupon, but may be registered; dated Dec. 1, 1893, due 1943; denom. $1,000; int. payable (gold) June and Dec. at office of New York Guarantee & Indemnity Co., of New York, trustee of mortgage. These bonds are listed on the New York Stock Exchange, and guaranteed by the Metropolitan Street Ry. Co.

This company has assumed payment of the principal and interest on $1,125,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $1,500,000, dated July 1, 1884, due 1924; denom. $1,000, int. payable Jan. and July, for the use of its tracks below Fifteenth St. The remainder of this issue ($375,000) is guaranteed by the Twenty-third Street Ry. Co.

This company has also assumed the payment of the interest on the second mortgage 5 p. c. bonds, dated 1885, due 1905, of the same company to the amount of $1.000,000, interest payments being charged under rentals in the report of the Metropolitan Street Ry.

South Ferry R. R. Co's. first mortgage 5 p. c. bonds, authorized and issued, $350,000; coupon, but may be registered; dated Apr. 1, 1889, due 1919; denom. $1,000; int. payable Apr. and Oct.

Note.—$4,850,000 of the first consolidated mortgage bonds are held in escrow to redeem at maturity the company's first and second mortgage bonds, its guaranteed mortgage obligations, and $375,000 of the Broadway Surface R. R. Co.'s first mortgage bonds now guaranteed (principal and interest) by the Twenty-third Street Ry. Co. The consolidated mortgage is otherwise a first lien upon the entire line of cable railroad from 59th Street through Seventh Avenue and Broadway to the Battery, upon the power house properties, and upon the company's personal property and equipment. The titles to the power house properties have been insured by the Title Guarantee & Trust Co., of New York, to the amount of $4,000,000.

Dividends.—10 per cent., payable quarterly, in Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899–1900.	1901.
Cost of road	$12,663,950	$13,250,799	$13,332,776	$13,308,415
" equipment	507,801			
Open accounts	52,500	52,500	52,500	52,500
Total	$13,224,251	$13,303,299	$13,385,276	$13,360,915
LIABILITIES.				
Capital stock	$ 2,100,000	$ 2,100,000	$ 2,100,000	$ 2,100,000
Funded debt	9,650,000	9,650,000	9,650,000	9,650,000
Dividends unpaid	52,500	52,500	52,500	52,500
Other assets	1,421,751	1,500,799	1,582,776	1,558,415
Total	$13,224,251	$13,303,299	$13,385,276	$13,360,915

Plant and Equipment.—Miles of track, 15.12. See Metropolitan St. Ry. Co.

Officers.—Pres. E. A. Wickes, Sec. & Treas. C. E. Warren, Asst. Gen. Man. Oren Root, Jr.

General Office, 621 Broadway.

References.—Description of road, Vol. VIII, Aug., '92, p. 470; Vol. VIII, May, '92, p. 278 (ill.); Vol. X, Feb., '94, p. 106 (ill.); increase of bonds, Jan., '94, p. 78; description of power plant construction, Vol. VIII, June, '92, p. 339 (ill.); Vol. VIII, July, '92, p. 428; at 50th St., Vol. IX, Jan., '93, p. 4 (ill.); at Front St., Vol. IX, Jan., '93, p. 6 (ill.); at Houston St., Vol. IX, Apr., '93, p. 203 (ill.); description of track construction, Vol. VI, Nov., '90, p. 557 (ill.); Vol. VII, June, '91, p. 290 (ill.); Vol. VII, Aug., '91, p. 424 (ill.); Vol. VIII, Feb., '92, p. 66 (ill.); details of construction, Vol. VIII, Nov., '92, p. 688 (ill.); description of curve construction, Vol. IX, June, '93, p. 360 (ill.); description of new car, Vol. IX, Jan., '93, p. 18; description of grip, Vol. IX, Aug., '93, p. 517 (ill.); operating detail, Vol. IX, July, '93, p. 469 (ill.).

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Central Crosstown Railroad Co.—Chartered, Mar. 28, 1873. Annual meeting first Tuesday in Oct. This company leased the property of the Christopher & Tenth Street R. R. Co., on May 28, 1890, at a rental of 8 per cent. per annum on its capital stock and interest on its funded debt. The capital stock of this company is controlled by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c., coupon bonds, authorized and issued $250,000; dated Nov. 1, 1882, due Nov. 1, 1922; denom. $1,000; int. payable May and Nov. at office of Morton Trust Co.

Operation.—Year ending Dec. 31. June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from operation	$570,905	$595,017	$603,308	$613,678	$476,698
" other sources	6,006	5,064	4,740	5,535	5,773
" total	576,911	600,082	608,048	619,213	482,471
Operating expenses	396,988	408,816	423,900	430,185	336,372
Earnings from oper'n	179,923	191,266	184,148	189,028	146,099
Deductions from earn.					
Interest on bonds	15,000	15,000	15,000	15,000	15,000
Taxes	16,077	14,841	31,083	31,276	29,017
Rentals	78,344	80,028	67,590	61,773	61,879
Net income	70,502	81,396	70,475	80,979	40,203
Dividends paid		60,000	60,000	60,000	60,000
To surplus account	10,502	31,396	10,475	20,979	†19,797
Total surplus account*	†11,596	†8,960	1,514	22,494	2,697
P.c.op.exp.to tot. recpts.	68.8	68.1	69.7	69.4	69.7

*On June 30, 1895-6-7-8. † Deficit.

Dividends.—For the year ending Dec. 31, 1892-3-4-5, 7 p. c.; for the year ending June 30, 1896, 8½ p. c.; 1897-8-9 1900 and 1901, 10 p. c.

Balance Sheet.—Dated Dec. 31, June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road & equip	$840,000	$840,000	$840,000	$840,000	$840,000
Other perm invest	1,000	1,000	1,000	1,000	1,000
Supplies	4,585	3,537	2,856	4,790	5,550
Cash	14,017	5,116	8,513	56,325	47,315
Open accounts	30,289	14,399	34,797	2,514	13,942
Profit and loss (def)	14,858				
Total	$904,749	$864,052	$887,166	$904,629	$907,807
LIABILITIES.					
Capital stock	$600,000	$600,000	$600,000	$600,000	$600,000
Funded debt	250,000	250,000	250,000	250,000	250,000
Interest	2,500	2,500	2,500	2,500	2,500
Open accounts	52,249	7,864	33,152	29,635	52,610
Profit and loss (sur.)		3,688	1,514	22,494	2,697
Total	$904,749	$864,052	$877,166	$904,629	$907,807

Plant and Equipment.—Miles of track (horse), owned, 4.149, leased, 9.852, total, 14; gauge, 4 ft. 8½ in., 52 lb. rail; 649 horses, 116 horse cars.

Officers.—Pres. Pierre Jay, V. Pres. & Gen. Man. Oren Root, Jr., Sec. & Treas. Thomas J. Regan,

Directors.—Pierre Jay, J. Sanford Barnes, Jr., F. Dewitt Wells, Oren Root, Jr., Thomas F. Ryan, Thomas J. Regan, Daniel H. Shea, Wm. K. Ryan, W. C. Whitney, G. W. Linch, Sheppard Gandy, George H. Prentiss, Percival C. Smith.

General Office, 170 Christopher St.

Reference.—Description of road (brief), Vol. VIII, Sept., '92, p. 539.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Please note date of information at end of each report.

Central Park, North & East River Railroad Co.—Chartered July 19, 1860. Annual meeting third Tuesday in Oct. This company operates cars over the tracks of the Dry Dock, East Broadway & Battery R. R. Co., under a lease dated Jan. 5, 1878, and pays a rental of $750 per annum. The company has also a perpetual lease of the track of the New York Central & Hudson River R. R. Co. from 30th Street to Canal Street, through 10th Avenue and West Street, and in compensation therefor agrees to keep the pavement in repair, as required by law.

Leased, to the Metropolitan Street Ry. Co. (originally to the Metropolitan Crosstown Ry. Co. on Oct. 14, 1892), for a rental equivalent to 8 p. c. per annum for five years ending Oct. 1, 1897, and now paying 9 p. c. per annum.

Capital Stock, authorized and issued, $1,800,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—First consolidated mortgage 7 p. c., bonds, authorized and issued, $1,200,000; dated Dec. 1, 1872, due 1902; denom. $1,000; int. payable June and Dec.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$2,962,518	$4,048,863	$4,249,593
" equipment	529,006		
Profit and loss (deficit)	189,833	189,833	189,832
Total	$3,681,357	$4,238,696	$4,439,425
LIABILITIES.			
Capital stock	$1,800,000	$1,800,000	$1,800,000
Funded debt	1,200,000	1,200,000	1,200,000
Additions and betterments	681,357	1,238,696	1,439,425
Total	$3,681,357	$4,238,696	$4,439,425

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway, New York.

References.—Description of road (brief), Vol. VIII, Sept., '92, p. 538; Vol. VIII, Sept., '92, p. 539; stables, Vol. VII, Mar., '91, p. 118 (ill.); Vol. VII, Dec., '91, p. 694 (ill.).

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

The Christopher & Tenth Street Railroad Co.—Chartered Apr. 25, 1873. Annual meeting first Tuesday in June.

Leased on May 28, 1890, to the Central Crosstown R. R. Co. for a rental equivalent to interest on funded debt and a dividend of 8 p. c. on capital stock.

Capital Stock, authorized and issued, $650,000; par value, $100 per share. Dividends 8 p. c., payable quarterly Jan., Apr., July and Oct.

Funded Debt.—First mortgage 4 p. c. bonds, outstanding $210,000; due Oct. 1, 1918; int. payable Apr. and Oct.

Balance Sheet.—Dated June 30, 1901. (Same in 1896–1900).

Assets.		Liabilities.	
Cost of road and equip.	$766,211	Capital stock	$650,000
Real estate	66,700	Funded debt	210,000
Profit and loss (deficit).	27,089		
Total	$860,000	Total	$860,000

Officers.—Pres. Alfred Wagstaff, V. Pres. Geo. H. Prentiss, Sec. & Treas. Geo. W. Linch.

General Office, 170 Christopher St.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Dry Dock, East Broadway & Battery Railroad Co.—Chartered Dec. 8, 1863. Annual meeting second Tuesday in Jan. 11,280 shares out of 12,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co.

Capital Stock, authorized and issued, $1,200,000; par value, $100 per share. Dividends paid quarterly Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $950,000; dated Dec. 1, 1892, due 1932; denom. $1,000; int. payable June and Dec., at Fifth National Bank; trustee of mortgage, Farmers' Loan & Trust Co., of New York.

5 p. c. certificates of indebtedness, authorized, $1,200,000, outstanding, $1,100,000, cancelled, $100,000; dated Feb. 1, 1884, due 1914; denom. $100; int. payable Feb. and Aug., at office of company.

Note.—The unissued treasury bonds may be issued at any time for improvements.

Dividends, in 1891-2, 5 p. c.; in 1892-3, 6 p. c.; in 1893-4, 2½ p. c.; in 1894-5, 4½ p. c.; in 1895-6, 6 p.c.; in 1896, 6 p. c., in 1897, 4½ p. c.; in 1898, 6 p. c.; in 1899, 4½ p. c.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from operat'n.	$687,648	$669,713	$626,532	$632,906	$582,125
" other sources.	10,854	5,754	5,791	6,037	6,415
" total	698,502	675,467	632,323	638,943	588,540
Operating expenses	518,516	468,075	464,207	459,810	400,072
Earnings from operat'n	179,986	207,392	168,116	179,133	188,468
Deductions from earn.					
Interest	101,780	102,500	102,500	102,500	102,500
Taxes	31,147	29,298	28,374	29,240	27,640
Net income	47,060	75,594	37,242	47,393	58,328
Dividends paid	54,000	72,000	54,000		
Per cent. op. exp. to total receipts	74.2	69.6	73.4	71.9	68.7

Balance Sheet.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$3,197,708	$3,212,637	$3,226,947	$3,222,372	$3,283,371
Supplies	20,020	24,048	27,378	29,577	14,590
Open accounts.	24,313	65,508	71,069	56,606	63,414
Cash	42,877	10,052	8,512	27,744	24,528
Profit and loss (deficit)	11,018	7,424	24,182		
Total	$3,295,936	$3,319,659	$3,358,088	$3,336,299	$3,385,903
LIABILITIES.					
Capital stock	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
Funded debt	950,000	2,050,000	2,050,000	2,050,000	2,050,000
Cert. of indebt	1,100,000				
Accrued int.	26,875	26,875	26,875	26,875	26,875
Open accts.	8,342	31,360	69,989	42,495	81,033
Other liabil.	10,719	11,424	11,224	9,053	
Profit and loss (surplus)				7,876	27,975
Total	$3,295,936	$3,319,659	$3,358,088	$3,336,299	$3,385,903

Plant and Equipment.—Miles of track (horse), 20.48; gauge, 4 ft. 8½ in.; 47 lb. 60 lb. and 90 lb. c. and s. b. rail; 860 horses, 166 horse cars.

Officers.—Pres. H. H. Vreeland, Sec. & Treas. C. E. Warren, Supt. J. W. Lynch.

Directors.—H. H. Vreeland, D. B. Hasbrouck, H. A. Robinson, Oren Root, Jr., Chas. E. Warren, W. K. Ryan, M. G. Starrett, Jno. Beaver, Jno. Byrnes, all of New York.

General Office, 621 Broadway.

Superintendent's Office, 605 Grand St.

References.—Description of road, Vol. VIII. Sept., '92, p. 538; stables and car house, Vol. VII, Jan., '91, p. 25 (ill.); new car, Vol. XII, June, '96, p. 360 (ill.); storage battery cars, Vol. XIV, Apr., '98, p. 210.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Eighth Avenue Railroad Co.—Chartered Jan. 10, 1855. Annual meeting second Wednesday in Jan. In Jan., 1896, this company leased its property to the Metropolitan Street Ry. Co., for 99 years, at a rental of $215,000 per annum, and a guarantee by the lessee to spend $1,000,000 for improvements in 1895-6, the betterments to revert to the lessors at expiration of lease. The lessee also pays taxes.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends payable quarterly Jan., Apr., July and Oct. 15.

Funded Debt.—6 p. c. certificate of indebtedness, $1,000,000; dated Feb. 1, 1884, due, 1914; subject to call on any interest day; int. payable Feb. and Aug.

Operation.—Included in report of Metropolitan Street Ry. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$1,318,935	$1,318,935	$1,318,935	$1,318,935	$1,661,439
Cost of equipm't	342,394	342,394	342,394	342,394	
Stock other cos.	4,880	4,880	4,880	4,880	204,880
Bonds " "	250,000	250,000	250,000	250,000	
Cash	60,254	3,396	57,773	54,740	100,959
Supplies	14,255	14,255	14,255	14,256	14,255
Pft.& loss(def)	34,282	91,940	36,763	42,295	43,467
Total	$2,025,000	$2,025,000	$2,025,000	$2,027,500	$2,025,000
LIABILITIES.					
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Accrued int.	25,000	25,000	25,000	25,000	25,000
Loans				2,500	
Total	$2,025,000	$2,025,000	$2,025,000	$2,027,500	$2,025,000

Please note date of information at end of each report.

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays. V. Pres. Joseph Tate, Sec. & Treas. Jas. G. Affleck, Asst. & Act'g Sec. W. Affleck, Jr.

Directors.—J. Hays, E. St. J. Hays, Wm. H. Hays, J. H. Goodwin, J. O'Donohue, Jr., New York City; J. Pettigrew, Springfield, Mass.; J. Tate, Staten Island, N. Y.; W. Ravesteyn, J. Englis, Brooklyn; Armistead Peter, Jr., Washington, D. C.; J. Affleck, J. G. Affleck, W. Affleck, Jr., Yonkers; Henry S. Moore, White Plains, N. Y.

General Office, Room 417, 1 Madison Ave.

Reference.—Description of road, Vol. VIII, Sept., '92, p. 538.

Date of information, Dec., 1901. b

For map of road see inset between pages 188 and 189.

Fort George & Eleventh Avenue Railway Co.—Chartered on Nov. 19, 1898, for the purpose of building a conduit electric line from 130th St. and 11th Ave. to 182d St. and 11th Ave., and 145th and 11th Ave. to 145th St. at Harlem River, and another 13 miles long from Manhattan Avenue and 116th St. to northerly limits of New York City at Kingsbridge Road, with numerous branches. Consolidation of the North End St. Ry. Co., organized Nov. 8, 1895, the Fort George & 11th Ave. R. R. Co, organized Jan. 2, 1898, and the Fort George Extension Ry. Co., organized Nov. 17, 1898.

Capital Stock, authorized, $3,000,000; none issued.

Officers.—Pres. Frank D. Edmunds, Sec. & Treas. D. C. Moorehead.

General Office, 621 Broadway.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Forty-second Street & Grand Street Ferry Railroad Co.—Chartered, Feb. 16, 1862. Annual meeting second Tuesday in Mar.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 6, 1893, to the Metropolitan Crosstown Ry. Co.), for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized, $750,000, issued and outstanding, $748,000; par value, $100 per share; dividends payable quarterly in Feb., May, Aug. and Nov. A controlling interest in this stock is owned by the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $250,000, issued, $236,000; matured Apr. 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Jan. and July.

Balance Sheet.—Dated June 30,	1896–1900.	1901.
ASSETS.		
Cost of road	$ 913,045	$1,275,626
" equipment	119,075	
Total	$1,032,121	$1,275,626
LIABILITIES.		
Capital Stock	$ 748,000	$ 748,000
Funded debt	236,000	236,000
Sundries		243,501
Profit and loss (surpl's)	48,121	48,125
Total	$1,032,121	$1,275,626

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.—Chartered, Aug. 29, 1878. Annual meeting third Thursday in Jan. 16,711 out of 25,000 shares of the capital stock of this company have been purchased by the Third Avenue R. R. Co. On Mar. 19, 1900, Hugh J. Grant was appointed receiver of this company on the application of Lorain Steel Co., and on his discharge William Jay was appointed receiver. On Apr. 12, 1901, William Jay was discharged as receiver.

Capital Stock, authorized and issued, $2,500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $1200,000; dated Mar. 1, 1880, due 1910; denom. $1,000; int. payable M,ar. and Sept. at office of Union Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c., income bonds, authorized, $1,600,000, issued, $1,500,000; dated Jan. 1, 1885, due 1915; denom. $1,000; int. payable, if earned, Jan. and July.

5 p. c. real estate mortgage, $100,000.

Operation.—Year ending

	June 30, 1898.	June 30, 1899.	July 1, '99, to Mar. 18, 1900.	*Mar. 19, to J'ne 30, 1900.	June 30, 1901.
Rec. from oper'n..	$703,976	$569,288	$340,514	$172,661	$697,749
" other....	833	2,927	5,679	570	3,428
" total.....	704,809	572,215	346,193	173,231	701,177
Operating expenses	622,925	574,650	414,082	143,550	472,535
Earn. from oper'n.	81,884	‡2,435	‡67,889	29,681	228,642
Deduct. from earn.					
Int. on bonds....	72,000	72,000	60,238	20,516	81,845
Taxes	36,000	38,260	28,780	11,953	46,069
Other deduct...	10,695	13,368		1,425	
Net income.....	‡36,811	‡126,063	‡156,907	‡4,213	100,728

* Receiver's report. ‡ Deficit.

Balance Sheet.—Dated	June 30, 1899.	Mar, 18, 1900.	June 30, 1900.	June 30, 1901.
ASSETS.				
Road and equipment....	$5,395,574	$5,353,634	$21,646	$5,325,736
Stocks and bonds.....	1,500	1,500		1,500
Const. not distributed...				5,887,915
Supplies.....	5,895	8,489	7,125	10,344
Open accounts.....	11,146	22,929	263	438
Cash	2,920	35	28,034	12,676
Profit and loss (deficit)..	211,811	368,719	4,213	327,899
Total.....	$5,628,846	$5,755.306	$61,281	$11,566,508
LIABILITIES.				
Capital stock.....	$2,500,000	$2,500,000		$2,500,000
Funded debt.....	2,700,000	2,700,000		2,700,000
Real estate mortgage...	100,000			100,000
Accrued interest.,.....	24,000	39,484	20,516	29,213
Wages and supplies....	72,159			
Open accounts.....	22,687	7,420	5,762	4,490
Loans.....	210,000			
Other liabilities.....		508,402	35,003	6,232,805
Total.....	$5,628,846	$5,755,306	$61,281	$11,566,508

Plant and Equipment.—Miles of track (horse), 11.39, (electric), 14.28; gauge, 4 ft. 8½ in.; 47 lb. to 113 lb. T and tram rail; 1,273 horses, 135 horse cars and 80 electric cars, Brill, Lewis & Fowler and Stephenson cars.

Officers.—Pres. John Beaver, Sec. & Treas. Charles E. Warren, Gen. Foreman S. J. Dill.

Directors.—John Beaver, Frank S. Rollins, Wm. K. Ryan, Henry A. Himely, Frank P. Jackson, John Byrne, Thomas Robins, Jr., J. Sanford Barnes, Thomas J. Regan, Daniel H. Shea, John B. Johnson, Pierre Jay, Renne Martin.

General Office, 118 E. 42d St.

Reference.—Description of conditions, Vol. XVI, Apr. 14, '00, p. 393.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Fulton Street Railroad Co.—Chartered Oct. 29, 1895, as the successor to the North & East River R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $500,000.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized and issued, $500,000; dated Nov. 1, 1895, due 1995; coupon, but may be registered; int. payable May and Nov. at office of Guaranty Trust Co., of New York. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$61,840	$59,743	$47,553	$46,147	$45,921
Operating expenses...	34,113	32,151	33,421	33,627	30,438
Earn. from opern....	27,726	27,592	14,132	12,520	15,483
Deductions from earn.					
Interest.....		20,000	20,000	20,000	20,000
Taxes.....	23,854	2,993	1,805	1,766	1,880
Due other cos....	3,872	4,599			
Net surplus.....			*7,673	*9,249	*6,397

* Deficit paid by Metropolitan Street Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,				
ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip....	$1,004,694	$1,000,000	$1,000,000	$1,000,000
Cash	4,963	4,462	4,377	
Open accounts.....	250	275	275	5,274
Total	$1,005,213	$1,004,737	$1,004,652	$1,005,274

Please note date of information at end of each report.

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt	500,000	500,000	500,000	500,000
Accrued interest and taxes.	5,213	4,737	4,652	5,274
Total	$1,005,213	$1,004,737	$1,004,652	$1,005,274

Plant and Equipment.—Miles of track, 1.05; 9 horse cars. See Metropolitan Street Ry. Co.

Officers.—Pres. H. H. Vreeland, Sec. & Treas. Chas. E. Warren,

Directors.—H. H. Vreeland, D. B. Hasbrouck, Chas. E. Warren, H. A. Robinson, P. A. B. Widener, W. L. Elkins, Thos. F. Ryan, R. L. Anderton, Jr.

General Office, 621 Broadway.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Wall & Cortlandt Street Ferries Railroad Co.—This company is the owner of the property of the Fulton, Wall Street & Cortlandt Street Ferries R.R. Co., which was chartered June 20, 1885 and sold under foreclosure on Aug. 25th.

Capital Stock, authorized, $1,000,000.

Funded Debt.—First mortgage 5 p. c. bonds, $1,000,000; dated Sept. 26, 1898, due Sept. 1, 1998; int. payable Mar. and Sept.

Officers.—Pres. A. N. Brady, V. Pres. Thos. E. Murray, Sec. & Asst. Treas. Henry J. Hemmens, Treas. Hugh J. Grant.

Directors.—A. N. Brady, Nicholas F. Brady, Albany N. Y.; Samuel A. Beardsley, Utica, N. Y.; Hugh J. Grant, Thos. E. Murray, Henry J. Hemmens, H. W. Olcott, New York City; W. S. Weaver, Dobbs Ferry, N. Y.; Chas. J. Farrell, Mt. Vernon, N. Y.

General Office, 54 Wall St.

Late of information, Dec., 1901. b

Kingsbridge Railway Co.—Chartered Jan. 25, 1898, to construct an electric railway from Manhattan St. to the city line, about 9 miles. Annual meeting Wednesday after second Monday in Nov. Municipal franchise is now under consideration of the Commissioners of Railroads of New York City.

Capital Stock, authorized, $1,000,000, issued, $8,600.

Officers.—Pres. D. B. Hasbrouck, Sec. & Treas. Chas. E. Warren.

General Office, 128th St. & 3d Ave., N. Y. City.

Date of information, Mar., 1902. z

Manhattan Railway Co.—Chartered Dec. 29, 1875. Annual meeting second Wednesday in Nov. On May 20, 1879, the company leased the lines of the New York Elevated R. R. Co. and the Metropolitan Elevated Ry. Co., and on June 4, 1891, the lines of the Suburban Rapid Transit Co. The entire outstanding stock of these three companies has now been exchanged for that of the Manhattan Ry. Co., and the three companies named have been consolidated with the company. The company now owns and operates all the elevated railroads in the Boroughs of Manhattan and the Bronx in New York City. It has a transfer agreement with the Third Avenue R. R. Co., whereby passengers are transferred from the cars of one company to those of the other for an additional fare of three cents.

Capital Stock, authorized and issued, $48,000,000; par value, $100 per share. On Mar. 2. 1899, the Railroad Commissioners authorized an increase in capital stock to $48,000,000 from $30,000,000 for electrical equipment and improvement of road. Dividends payable quarterly in Jan., Apr., July and Oct., at 195 Broadway, New York.

Funded Debt, authorized, $40,000,000; outstanding June 1, 1901, $39,554,000, as follows:

First consolidated mortgage 4 p. c. gold bonds, authorized (present mileage), $40,000,000, issued, $27,723,000, in escrow (see Note), $11,818,000; coupon, but may be registered; dated Apr. 1, 1890, due 1990; denom. $1,000; int. payable Apr. and Oct., at office of Mercantile Trust Co.; trustee of mortgage, Central Trust Co., of New York.

PRIOR LIENS.

METROPOLITAN ELEVATED RY. CO.

First mortgage 6 p. c. gold bonds, outstanding, $10,818,000; coupon, but may be registered; dated, July 10, 1878, due 1908; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

NEW YORK ELEVATED RY. CO.

5 p. c. debenture bonds outstanding, $1,000,000; dated Mar. 1, 1886, due 1916; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York.

Note.—Consolidated mortgage bonds may be issued in excess of $40,000,000 for extensions of mileage only, at a rate not exceeding $300,000 per mile of single track and $600,000 per mile of double track.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from op..	$9,163,742	$9,183,542	$8,719,496	$9,138,575	$9,416,888
" other sources	180,277	211,715	340,600	831,325	836,383
" total	9,344,019	9,395,257	9,060,096	9,969,900	10,253,271
Oper. expenses.	5,302,351	5,326,657	5,261,167	5,232,619	5,253,229
Earn. from op..	4,041,668	4,068,600	3,798,929	4,737,281	5,000,042
Deductions.					
Int. on bonds.	1,886,846	1,889,681	1,889,681	1,836,091	1,809,681
Taxes	820,171	755,643	788,736	871,674	868,026
Net income	1,334,651	1,423,276	1,120,512	2,029,516	2,322,335
Divs. paid	1,500,000	1,200,000	*1,380,000	1,920,000	1,920,000
To surplus acc.	† 165,349	223,276	†259,488	109,516	402,335
P. c. op. exp. to total receipts.	56.7	56.7	58.0	52.5	51.2

* 3 p. c. on $30,000,000, 1 p. c. on $48,000,000.
† Deficit.

OPERATING EXPENSES.

Year ending June 30,

Maint. of way &	1897.	1898.	1899.	1900.	1901.
structures	$ 519,432	$ 509,106	$ 443,908	$ 421,629	$ 361,125
Maint. of equipm	641,255	632,885	611,026	583,376	571,852
Cond. transp't'n,	3,803,806	3,832,829	3,825,466	3,877,123	3,986,998
Gen. expenses..	337,859	351,837	380,766	350,491	333,254
Total	$5,302,352	$5,326,657	$5,261,167	$5,232,619	$5,253,229

STATISTICS OF OPERATION.

Year ending June 30,

	1898.	1899.	1900.	1901.
Passengers carried	183,360,846	174,324,575	184,164,110	190,045,741
Train mileage	10,032,003	10,205,773	10,740,183	10,885,232
Gross earnings per traffic mile	$.95	$.887	$.928	$.942
Gross op. ex. per traffic mile	.53	.515	.487	.482
Operating expenses pr. passenger carried	.0290	.0302	.0284	.0276

Dividends.—1884, 3 p. c.; in 1885–6–7, 6 p. c.; in 1888, 5 p. c.; in 1889, 1 in cash and 4½ in scrip; in 1890, 4½ in cash and 1½ in scrip; in 1891–2–3–4–5–6, 6 p. c.; in 1897–8–9–1900 and 1901, 4 p c.

Balance Sheet.—Dated Dec. 31.

ASSETS.	1898.	1899.	1900.	1901.
Cost of r'd and equip.	$61,005,498	$63,227,241	$65,840,585	$70,932,739
Cost of leases	14,014,000	14,014,000	14,014,000	14,014,000
Real estate	2,607,133	3,114,780	3,203,656	3,148,472
Supplies on hand	235,804	246,516	291,012	348,583
Cash assets	256,652	258,668	354,582	423,734
Other assets	126,318	358,455	226,807	351,158
Estate Jay Gould, suretyship	300,000	300,000	300,000	300,000
Redempt'n prior liens.	8,622	4,524	4,524	4,592
Loaned on collateral..		13,568,000	11,353,015	7,641,479
Total	$78,554,027	$95,092,184	$95,588,181	$97,164,757

LIABILITIES.				
Capital stock	$30,000,000	$47,993,688	$47,999,700	$47,999,700
Funded debt	39,546,000	39,802,000	39,577,000	39,545,000
Int. on fund. debt due & accrued	367,332	297,529	336,372	317,552
Dividends unpaid	12,374	7,358	7,358	17,358
Due for wages and supplies	368,196	370,383	402,883	417,621
Other liabilities	3,827,395	453,382	451,785	442,039
Taxes in litigation..		1,870,313	2,345,411	3,058,801
Profit and loss (sur)..	4,432,730	4,297,531	4,467,672	5,366,686
Total	$77,171,424	$95,092,184	$95,588,181	$97,164,757

Plant and Equipment.—Miles of track (elevated steam), 109.59, of road, 36.19; gauge, 4 ft. 8½ in.; 63 lb. to 90 lb. T rail; 1,122 cars, 334 locomotives.

Officers.—Pres. G. J. Gould, V. Pres. Alfred Skitt, Sec. & Treas. D. W. McWilliams, Audr. E. F. J. Gaynor, Elec. Engr. L. B. Stillwell, Ch. Engr. Geo. H. Pegram, Mast. Mech. H. A. Webster, Pur. Agt. M. M. Dorland.

Directors.—George J. Gould, Lakewood, N. J.; Edwin Gould, Howard Gould, Tarrytown, N. Y.; R. M. Gallaway, G. P. Morosini, D. Mackay, Russell Sage, S. Sloan, E. N. Foss, Thos. T. Eckert, Marcellus Hartley, Alfred Skitt, John T. Terry.

General Office, 195 Broadway.

References.—Description of terminal and coaling plant, Vol. X, Feb., '94, p. 82 (ill.); operating detail, Vol. X, Dec., '94, p. 771 (ill.); report of accidents, Vol. VIII, Aug., '92, p. 459; description of road (brief) Vol. XII, Oct, '96, p. 602; trial of compressed air locomotive, Vol. XIII, Sept., '97, p. 570; progress of electric equipment, Vol. XVI, Jan. 6, '00, p. 45 (ill.); Aug. 11, '00, p. 766; Sept. 15, '00, p. 863; plans filed for new power station, Vol. XVI, Apr. 21, '00, p. 401; elevators at stations, Vol. XVI, June 16, p. 586; June 23, p. 590; de-

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scription of road, Vol. XVII, Jan. 5, '01, p. 1; description of power plant buildings, Vol. XVII, Jan. 5, '01, p. 2 (ill.); description of steam plant, Vol. XVII, Jan. 5, '01, p. 10 (ill.); description power plant, Vol. XVII, Jan. 5, '01, p. 21 (ill.); description of engine, Vol. XVII, May 4, '01, p. 554 (ill.); annual report, Vol. XVIII, Nov. 16, '01, p. 745; description of power plant, Vol. XIX Jan. 11, '02, p. 64 (ill.); opening of electric system, Vol. XIX, Jan. 18, '02, p. 82 (ill.); power plant, Vol. XIX, Feb. 1, '02, p. 115 (ill.).

Date of information, Mar., 1902. z

Metropolitan Street Railway Co.—On Dec. 12, 1893, the Houston, West Street & Pavonia Ferry R. R. Co., the South Ferry Ry. Co. and the Broadway R. R. Co. were consolidated into the Metropolitan Street Ry. Co. (charter dated Nov. 29, 1893); and on May 28, 1894, there was a further consolidation of the Metropolitan Street Ry. Co., the Metropolitan Crosstown Ry. Co. and the Lexington Avenue & Pavonia Ferry R. R. Co., the new charter being dated May 18, 1894. On Nov. 17, 1895, the Columbus & Ninth Ave. R. R. Co. was consolidated with the company.

The company leases and operates 10 street railway properties in New York City, having an aggregate mileage (including its own) of 220.83 miles of track, exclusive of the Third Ave. R. R. In addition to the above, this company has joint transfer arrangement over 11.24 miles of track belonging to another company. On Mar. 19, 1900, the company announced that it had acquired a controlling interest in the capital stock of the Third Ave. R. R., possession of which was made complete on May 23, 1900, by the discharge of Receiver Grant.

Note.—A lease has been entered into and was ratified by vote of the Metropolitan stockholders, on Mar. 20, 1902, between the Metropolitan Street Ry. Co., as lessor, and the Interurban Co., as lessee, by the terms of which the Interurban Co. agrees to do the following things, among others: (a) assume the fixed charges of the Metropolitan Street Ry. Co. and unconditionally guarantee 7 p. c. per annum upon the entire amount of its capital stock, payable quarterly: and (b) pay $23,000,000 into the treasury of the Metropolitan Street Ry. Co. in return for the securities liberated by the payment of the unfunded debt and other assets now almost entirely unproductive; said sum of money to be expended in liquidating the unfunded debt and in completing the electrical equipment of the Metropolitan system, and to be paid as required for those purposes.

It is also proposed in connection with the foregoing plan that the Metropolitan Street Ry. Co. shall create a refunding mortgage to secure an authorized issue of $65,000,000 of 4 p. c. 100 year refunding bonds, of which about $54,000,000 are to be reserved to retire and refund the several issues (27 in all) of existing bonds secured by liens upon various parts of the Metropolitan system (excluding the Third Avenue lines), as they respectively mature, and also for refunding in advance of maturity such of the existing bonds as can be advantageously acquired either by purchase or by way of exchange for the new refunding bonds. By the terms of the agreement of lease, the Interurban Co., as lessee, must provide the interest upon the bonds to be issued under this refunding mortgage as well as all other fixed charges, without impairment of the guaranteed annual payment of 7 p. c. upon the amount of the capital stock of the Metropolitan Street Ry. Co. As most of the existing bonds bear interest at rates ranging from 5 p. c. to 7 p. c. per annum, it will be possible by means of the 4 p. c. refunding bonds to gradually accomplish substantial reductions in the average rate of interest upon the company's funded debt. The remainder of the refunding bonds not reserved for refunding purposes are to be issued against expenditures made and to be made upon lines of subsiding companies and for other corporate purposes, and may be issued under the agreement of lease, in lien of other assets, in part reimbursement of the funds to be provided thereunder.

Capital Stock, authorized, $52,000,000, issued, to June 30, 1901, $52,000,000; par value. $100 per share.

Funded Debt.—The direct funded indebtedness of the constituent companies, now assumed by the Metropolitan Street Ry. Co., (not including the bonds of the Broadway Surface R. R. Co. [$2,500,000] and the South Ferry Ry. Co. [$350,000], which are assumed principal and interest, by the Broadway & Seventh Avenue R. R. Co. and the Twenty-third Street R. R. Co.) is $21,750,000, as follows:

Metropolitan Crosstown Ry. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $600,000; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct.

Metropolitan Crosstown Ry. Co.'s second mortgage 5 p. c. bonds, authorized and issued, $300,000; dated May 1, 1890, due 1900; denom. $1,000; int. payable May and Nov.

Lexington Avenue & Pavonia Ferry Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable in gold Mar. and Sept. at office of Central Trust Co., of New York, trustee of mortgage.

Columbus & Ninth Ave. R. R. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $3,000,000; dated Sept. 1, 1893, due 1993; denom. $1,000; int. payable Mar. and Sept. at the New York Guarantee & Indemnity Co., trustee of mortgage.

South Ferry R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $350,000; dated Apr. 1, 1899, due 1919; int. payable Apr. and Oct.

General collateral first mortgage 5 p. c. gold coupon bonds, authorized and issued, $12,500,000; dated Feb. 1, 1897, due 1997; denom. $1,000; int. payable Feb. and Aug. at the National Union Bank, New York; trustee, Guaranty Trust Co., of New York.

The funded indebtedness of the companies leased to and operated by the Metropolitan Street Ry. Co., interest on which has to be met out of the latter's earnings from operation (see "Deductions from Earnings"), is $22,446,000, as follows:

Broadway & Seventh Avenue R. R. Co., (including Broadway Surface R. R. Co.'s bonds, *$2,500,000, and South Ferry Ry. Co.'s bonds, $350,000)	$12,500,000
Twenty-third Street R. R. Co.	400,000
Forty-second Street & Grand Street Ferry R. R. Co.	236,000
Central Park, North & East River R. R. Co.	1,200,000
Bleecker Street & Fulton Ferry R. R. Co.	700,000
Eighth Avenue R. R. Co.	1,000,000
Second Avenue R. R. Co.	6,410,000
Total	$22,446,000

For detailed description of these mortgage bond issues see reports of the several companies.

* As stated elsewhere, $1,500,000 only of these bonds are guaranteed as to principal by the Broadway & Seventh Ave. R. R. Co., the remainder being guaranteed by the Twenty-third St. R. R. Co. Nevertheless, $2,500,000 of the Broadway & Seventh Ave. R. R. Co.'s first mortgage bonds are in escrow to meet the entire issue.

Operation.—The following are the combined operating statistics of all the properties now (1902) owned by or leased to the Metropolitan Street Ry. Co., as reported in the years ending June 30, 1896-1901 inclusive. In addition to the earnings of the Metropolitan Street Ry. Co. proper, those of the Eighth Avenue R. R. Co., the New York & Harlem R. R. Co. (street railway division), the Second Avenue R. R. Co. and the Columbus & Ninth Avenue R. R. Co. are included in all the years given.

Years ending June 30,	1898.	1899.	1900.	1901.
Rcpts. from pass.	$11,363,227	$12,300,470	$13,785,084	$14,063,782
" other sources	657,772	704,550	652,050	656,985
" total	12,020,999	13,005,020	14,437,134	14,720,767
Oper. exps. and taxes.	6,863,636	6,712,205	7,392,256	7,577,732
Earn. from operations.	5,157,346	6,292,815	7,044,878	7,143,034

The following is a report of the Metropolitan Street Ry. Co. proper for the years ending June 30, 1898-1901 inclusive. This report shows the increase of earnings, etc., due to new mileage added to the system by lease and otherwise in specific years.

	1898.	1899.	1900.	1901.
Rcts. from pass.	$9,938,505	$12,300,470	$13,785,084	$14,063,782
" other	647,297	704,550	652,050	656,985
" total	10,585,802	13,005,020	14,437,134	14,720,767
Operating expenses	5,300,436	6,048,444	6,631,254	6,755,131
Earnings from opern.	5,285,366	6,956,576	7,805,880	7,965,636
Deductions from earn.				
Taxes	552,857	663,761	761,002	822,602
Interest on bonds	590,486	1,055,000	1,055,000	1,055,000
Rentals	2,296,453	2,598,760	2,629,718	2,656,467
Net income	1,845,570	2,639,055	3,360,160	3,431,567
Dividends paid	1,500,000	2,471,675	3,145,891	3,393,262
To surplus account	345,570	157,380	214,269	38,305
Total surplus			2,019,915	
Inc. premium on stk.				5,403,466
P. c. operating exp. to to total receipts	50.1	46.5	45.9	45.9

In June, 1901, the annual interest upon the outstanding mortgage and debenture bonds of the Metropolitan Street Ry. Co. and all its leased properties was $2,209,160, as follows:

Metropolitan Street Ry. Co. direct	$1,055,000
Broadway & Seventh Avenue R. R. Co.	625,000
Twenty-third Street Ry. Co.	22,500
Forty-second Street & Grand Street Ferry R. R. Co.	14,160
Central Park, North & East River R. R. Co.	84,000
Bleecker Street & Fulton Ferry R.R. Co.	28,000
Eighth Avenue R. R. Co.	60,000
Second Avenue R. R. Co.	320,500
Total	$2,209,160

In addition, the company guarantees the payment of principal and interest of the outstanding mortgage bonds of the Third Avenue R. R. Co. (which see).

The rentals (exclusive of interest on funded debt), paid by the Metropolitan Street Ry. Co. to the companies which it leases (a large part of which rentals are returned to the treasury through its ownership in their stocks), aggregate $1,549.720, as follows:

Broadway & Seventh Avenue R. R. Co.	$ 210,000
Sixth Avenue R. R. Co.	140,000
Ninth Avenue R. R. Co.	64,000
Twenty-third Street Ry. Co.	108,000
42nd Street & Grand Street Ferry R. R. Co.	134,640
Central Park, N. & E. River R. R. Co.	162,000
Bleecker Street & Fulton Ferry R. R. Co.	13,500
Eighth Avenue R. R. Co.	150,000
New York & Harlem R. R. Co.	400,000
Second Avenue R. R. Co.	167,580
Total	$1,549,720

Please note date of information at end of each report.

Balance Sheet.—Dated June. 30,

ASSETS.	1898.	1899.	1900.	1901.
Road and equipment.	$33,969,768	$35,255,380	$35,700,473	$35,385,331
Stocks and bonds owned	14,739,572	14,160,572	21,644,457	21,683,428
Other investments	1,500,799	3,276,065	2,776,065	
Supplies on hand	231,568	221,422	103,779	163,618
Due on open accounts.	2,545,787	267,467	309,178	22,201,902
Cash on hand	717,289	737,066	12,489,276	8,136,075
Add. and betterments on leased lands				2,245,599
New construction	13,008,629	14,297,105	18,068,359	
Office furniture	15,232	15,292		
Bills receivable				718,793
Total	$66,728,645	$68,230,369	$91,091,587	$90,534,746
LIABILITIES.				
Stock	$39,933,800	$39,938,500	$44,960,900	$52,000,000
Funded debt	21,750,000	21,750,000	21,750,000	21,750,000
Other indebtedness	3,302,294	4,736,222	10,940,938	4,265,114
Construction account 3rd ave. R.R. Co.			11,419,834	7,116,167
Profit & loss (surplus).	1,742,551	1,805,647	2,019,915	5,403,465
Total	$66,728,645	$68,230,369	$91,091,587	$90,534,746

Plant and Equipment.—Miles of track owned, 47.62, leased, 149.34, total, 199.96; operated by horses, 86.95, by mechanical traction (underground electric), 110.01; 2,072 motor cars, 842 horse cars and 113 miscellaneous cars.

Officers.—Pres. & Gen. Man. H. H. Vreeland, V. Pres. D. B. Hasbrouck, Sec. & Treas. C. E. Warren, Audr. D. C. Moorehead, Asst. Gen. Man. Oren Root, Jr., Ch. Engr. M. G. Starrett, Pur. Agt. A. C. Tully (106 W. 51st St.), Gen. Mast. Mech. Thos. Millen, Engr., Maintenance of Way W. B. Read.

Directors.—H. H. Vreeland, Oren Root, Jr., New York City; C. E. Warren, D. B. Hasbrouck, Brooklyn; H. A. Robinson, Yonkers; M. G. Starrett, P. A. B. Widener, Thos. Dolan, W. L. Elkins, Philadelphia; D. C. Moorehead, Jamaica, L. I.

General Office, 621 Broadway.

References.—Metropolitan Traction Co.—Description of road (brief), Vol. X, Sept., '94, p. 545 (ill.); description of Lexington Ave. power plant, Vol. X, Aug., '94, p. 490 (ill.); annual report, Vol. X, Dec., '94, p. 815; compressed air motors (brief), Vol. XII, June, '96, p. 387. Broadway Surface Ry.—Description of road, Vol. VIII, Aug., '92, p. 472. Houston St., West St. & Pavonia Ferry Ry.—Description of road, Vol. VIII, Aug., '92, p. 469. Metropolitan Street Ry. Co.—Description of Lenox Ave. power plant, Vol. XI, Mar. '95, p. 168 (ill.); description of car house, Vol. X, Nov., '94, 731 (ill.); description of repair shop, Vol. X, Dec., '94, p. 786; operating details, transfers, Vol. X, Dec., '94, p. 789; description of car house and stable, Vol. XI, Jan., '95, p. 46 (ill.); description of conduit const., Vol. XI, Feb., '95, p. 112 (ill.); description of Lexington Avenue system, Vol. XI, Dec., '95, p. 777 (ill.); description of Lenox Avenue Conduit, Vol. XI, July, '95, p. 45 (ill.); new open cars (brief), Vol. XII, July, '96, p. 410; operating detail (brief), Vol. XII, July, '96, p. 428; Vol. XII, Sept., '96, p. 514 (ill.); description of Lenox Ave. line (brief), Vol. XII, Oct., '96, p. 665 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 602; description of new roads (brief), Vol. XIII, Jan., '97, p. 46; conduit construction, Vol. XIII, Sept., '97, p 551 (ill.); dissolving Metropolitan Traction Co., Vol. XIII, Sept., '97, p. 573; conduit construction, Vol. XIII, Dec., '97, p. 825 (ill.); lease of Second Ave. road, Vol. XIV, Apr., '98, p. 81; description of new cars, Vol. XIV, Apr., '98, p. 227 (ill.); main power station and transmission system, Vol. XVI, Mar. 3, '00, p. 213-226 (ill.); improvements, Vol. XVI, Mar. 10, '00, p. 281; control of Third Ave. R. R., Vol. XVI, Mar. 24, '00, p. 305; franchise tax opposed, Vol. XVI, Apr. 14, '00, p. 393, July 21, '00, p. 674; transfer station proposed, Vol. XVI, May 5. '00, p. 439 (ill.); Railroad Commissioners' brake tests, Vol. XVI, July 28, '00, p. 682; changing Broadway cable to electric traction, Vol. XVI, Sept. 1, '00, p. 830 (ill.); car service, Vol. XVI, Oct. 6, '00, p. 958-962 (ill. and map); increase of stock, Vol. XVI, Dec. 29, '00, p. 1222; school for motormen, Vol. XVII, Feb. 2, '01, p. 182 (ill.); change from cable to electric, Vol. XVII, June 8, '01, p. 681 (ill.); express service, Vol. XVIII, July 6, '01, p. 56; July 13, '01, p. 62 (ill.); description of road, Vol. XVIII, Oct. 5, '01, p. 373 (ill.); comparative report, Vol. XVIII, Oct. 5, '01, p. 488; description of stockrooms, Vol. XIX, Jan. 4, '02, p. 41 (ill.).

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Metropolitan Securities Co.—Charter filed Feb. 14, 1902. The purposes of organization as given in the certificate of organization are declared to be as follows: To subscribe for, purchase, invest in, hold, own, assign, pledge and otherwise dispose of, shares of capital stock, bonds, mortgages, debentures, notes and other securites, obligations, contracts and evidences of indebtedness of corporations in the State of New York, or any other State, including corporations which own, operate, or lease, or which are organized for the purpose of constructing, owning, operating or leasing street surface railroads, elevated railroads, rapid transit railroads, underground railroads, tunnels, bridges, tunnel railroads, railway terminals or railroads of any character or description in the city of New York or its suburbs, or in territory adjacent thereto, and corporations engaged in furnishing, or organized to furnish electricity for any lawful purpose, or power in any form for use upon or which may be used upon street railroads or other railroads, and corporations whose funds are or may be invested in the shares of stocks, bonds or other securities of any corporations of the character herein before described; to exercise in respect of any such shares of stock, bonds and other securities, of corporations any and all the rights, powers and privileges of individual ownership, including the right to vote; to issue bonds and other obligations and to secure the same by pledging or mortgaging the whole or any part of the property of the company, and to sell or pledge such bonds and other obligations for proper corporate purposes; and to do any and all acts and things tending to increase the value of the property at any time held by the company.

The company is the owner of all of the capital stock of the Interurban Street Ry. Co. of New York City, which has entered into an agreement to lease the property of the Metropolitan Street Ry. Co. of New York City. For terms of this lease see Note under Metropolitan Street Ry. Co.

Capital Stock, $30,000,000; par value, $100 per share.

Officers.—Pres. Thomas P. Fowler, 56 Beaver St., New York.

Directors.—William H. Baldwin, Jr., Edward J. Berwind, Paul D. Cravath, Thomas P. Fowler, George G. Haven, James H. Hyde, Augustus D. Juilliard, Mortimer L. Schiff, all of New York City.

Date of information, Mar., 1902. z

Interurban Street Railway Co.—This company was incorporated Nov. 25, 1901, as a successor to the North Mount Vernon Street Ry. Co., whose franchises, property, etc., were sold under foreclosure. It also controls by ownership or lease franchises for upwards of 50 miles of streets in the Borough of the Bronx and adjoining territory, including the franchises of the Peoples' Traction Co. and the property and franchises of the New York, West Chester & Connecticut Traction Co. (which see). The company has entered into an agreement with the Metropolitan Street Ry. Co. to operate the road for a period of 999 years, and in return agrees to assume the fixed charges of the Metropolitan Street Ry. Co. and unconditionally guarantees 7 p. c. per annum upon its capital stock. For other terms of this lease see Note under Metropolitan Street Ry. Co.

Capital Stock. $20,000,000; par value, $100 per share.

Funded Debt.—None.

Under the lease mentioned above, all of the securities of this company will be owned by the Metropolitan Securities Co.

Plant and Equipment.—Miles of track owned, 3.5.

Officers.—Pres. Thomas P. Fowler, 56 Beaver St., New York; V. Pres. Forsythe Wickes, Sec. Roberts Walker.

Directors.—Thomas P. Fowler, Forsyth Wilkes, Roberts Walker, W. H. Baldwin, Jr., George G. Haven, Paul D. Cravath, Edwin J. Berwind.

Date of information, Mar., 1902. x

New York & Harlem Railroad Co.—Chartered Apr. 25, 1831. Annual meeting third Tuesday in May. This is a steam railroad operating a line 127 miles long from Grand Central Station, New York City, to Chatham, N. Y., also a street railway line in New York City from the General Post Office to Harlem. The steam railroad portion is leased to the New York Central & Hudson River R. R. Co. The street railway property (reported herein) was leased on July 1, 1896, to the Metropolitan Street Ry. Co., for 999 years, at a rental of $350,000 per annum for the first five years and $400,000 per annum thereafter. The capital stock and funded debt are not given, as they cover the steam railroad property as well.

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. W. K. Vanderbilt, V. Pres. & Sec. Ed. V. W. Rossiter, Treas. Warren S. Crane.

Directors.—W. K. Vanderbilt, F. W. Vanderbilt, S. F. Barger, C. M. Depew, C. C. Clarke, J. B. Dutcher, E. V. W. Rossiter, S. D. Babcock, H. McK. Twombly, James Stillman, J. Pierpont Morgan, J. D. Layng.

General Office, Grand Central Depot.

References.—Description of old road, Vol. VII, Mar., '91, p. 119 (ill.); description of track, Vol. VII, Dec., '91, p. 665 (ill.); description of road, Vol. VIII, Sept., '92, p. 537; Vol. IX, Jan., '93, p. 10 (ill.); Vol. IX, Feb., '93, p. 90; track construction, Vol. VI, June, '90, p. 280 (ill.).

Date of information, Feb., 1902. z

For map of road see inset between pages 188 and 189.

Ninth Avenue Railroad Co.—Chartered July 29, 1859. Annual meeting third Monday in Jan.

Leased to Metropolitan Street Ry. Co. (originally on Mar. 12, 1892, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 6 p. c. on the capital stock for the first five years and 8 p. c. thereafter..

Please note date of information at end of each report.

Capital Stock, authorized and issued, $800,000; par value, $100 per share, dividends payable quarterly Jan., May, July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$189,980	$189,980	$189,980	$189,980	$351,361
" equipment	161,241	161,241	161,241	161,241	
Cash assets	18,590	3,024	19,335	19,959	20,148
Supplies	3,544	3,544	3,543	3,543	3,543
Stock	560	560	560	560	560
Profit & loss (deficit)	426,831	442,311	425,791	425,226	424,583
Total	$800,746	$800,660	$800,450	$800,509	$800,195
LIABILITIES.					
Capital stock	$800,000	$800,000	$800,000	$800,000	$800,000
Accounts payable	746	660	450	509	195
Total	$800,746	$800,660	$800,450	$800,509	$800,195

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Jacob Hays, V. Pres. Joseph Tate, Sec. & Treas. J. G. Affleck, Asst. Sec. & Asst. Treas. W. Affleck, Jr.

Directors.—Jacob Hays, E. St. John Hays, Jos. H. Goodwin, Jos. J. O'Donohue, Jr., Paul N. Spofford, Joseph Tate, Wm. H. Hays, Wm. Ravesteyn, John Englis, New York City; Armistead Peter, Jr., Washington, D. C.; Wm. Affleck, Jr.; J. Gelston Affleck, Yonkers, N. Y.; John Pettigrew, Springfield, Mass.

General Office, Room 417, 1 Madison Ave.

Date of information, Dec., 1901. b

For map of road see inset between pages 188 and 189.

Second Avenue Railroad Co.—Chartered Jan. 21, 1853. Annual meeting first Monday in Apr.

Leased in Jan., 1898, to the Metropolitan Street Ry. Co. until expiration of charter, for a rental equivalent to 8 p. c. on the capital stock for the first three years and 9 p. c. thereafter.

Capital Stock, authorized, $2,500,000, issued, $1,862,000; par value, $100 per share. Dividends payable quarterly, Jan., Apr., July and Oct.

Funded Debt.—Total authorized, $8,900,000; total issued, $6,410,000, as follows: General construction mortgage 5 p. c. bonds, authorized and issued, $1,600,000; coupon, but may be registered; dated Jan. 1, 1885, due 1909; denom. $1,000; int. payable May and Nov.

First consolidated mortgage 5 p. c. bonds, authorized, $7,000,000; outstanding $4,593,000; dated Jan. 20, 1898, due 1948; int. payable Feb. and Aug.

5 p. c. debenture bonds authorized, $300,000; issued, $217,000; dated Jan. 12, 1889; due 1909; denom. $1,000; int. payable Jan. and July.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equip	$3,870,438	$3,865,024	$3,865,024	$8,194,414
Cash	41,829	2,948		
Supplies	24,325	5,784		
Open accounts	78,443	624,241	3,406,976	
Profit and loss (deficit)	49,564	77,586		77,586
Total	$4,064,598	$5,884,513	$7,272,000	$8,272,000
LIABILITIES.				
Capital stock	$1,862,000	$1,862,000	$1,862,000	$1,862,000
Funded debt	1,960,000	3,960,000	5,410,000	6,410,000
Accrued interest	13,833	38,333		
Open accounts	220,392	24,180		
Wages and supplies	8,374			
Total	$4,064,598	$5,884,513	$7,272,000	$8,272,000

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Pres. Pierre Jay, Sec. & Treas. Oren Root, Jr.

Directors.—H. A. Himely, Thomas Robbins, Jr., T. J. Regan, Alexander Gunn, D. H. Shea, Pierre Jay, J. Sanford Barnes, Jr., F. S. Rollins, Oren Root, Jr.

General Office, 2d Ave. and 96th St.

References.—Description of road (brief), Vol. VIII, Oct., '92, p. 537; stables, Vol. VII, Oct., '91, p. 554; storage battery, Vol. IX, Dec., '93, p. 793 (ill.); lease of road, Vol. XIV, Apr., '98, p. 81.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Sixth Avenue Railroad Co.—Chartered Sept. 6, 1851. Annual meeting second Tuesday in Feb.

Leased to the Metropolitan Street Railway Co. (originally to Houston, West Street & Pavonia Ferry R. R. Co.) for 800 years, from Feb. 1, 1892, for a rental of $152,500 for the first two years, and of $140,000 thereafter.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share; dividends payable quarterly Jan., Apr., July and Oct.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$1,726,908	$2,008,138	$2,507,533	$2,092,837	$2,373,823
" equip.	458,587	458,587	280,986	280,986	
Other per. inv.	4,800	4,800	4,800	4,800	4,800
Cash	76,915	52,503	57,565	118,131	78,422
Open accounts		36,250			
Other assets	146,000				
Real est. mortg.				800,000	750,000
Total	$2,413,210	$2,560,278	$2,850,884	$3,296,754	$3,207,045
LIABILITIES.					
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Open accounts	10,094	10,094	10,094	19,101	18,734
Pr. & loss (surp)	403,116	550,184	840,790	1,277,653	1,188,310
Total	$2,413,210	$2,560,278	$2,850,884	$3,296,754	$3,207,045

Plant.—See Metropolitan Street Ry. Co.

Officers.—Pres. Frank Curtiss, Sec. & Treas. E. H. Garrison.

Directors.—G. W. Burnham, Samuel Thorne, F. P. Olcott, Wm. Carpenter, John E. Alexander, Frederick Cromwell, New York City; Henry S. Moore, White Plains, N. Y.; Frank Curtiss, Sheffield, Mass.; Edward Weston, E. H. Garrison, Yonkers, N. Y.; Richard Mortimer, Tuxedo Park, N. J.

General Office, 750 Washington St.

Date of information, Dec., 1901. b

For map of road see inset between pages 188 and 189.

Southern Boulevard Railroad Co.—Chartered June 27, 1885. This road is owned by and operated as part of the Union Ry. Co.

Capital Stock, authorized and issued, $250,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated July 1, 1895, due 1945; denom., $1,000; int. payable Jan. and July. These bonds are guaranteed principal and interest by the Third Ave. R. R. Co.

Operation.—Year ending June 30, 1901.

Total receipts	$52,303
Operating expenses	37,029
Earnings from operation	15,274
Deduction from earnings.	
Interest	12,500
Taxes	5,130
Net income	*2,357
Total surplus	1,357

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 1,455
Transportation expenses	35,452
Maintenance of way and buildings	122
Total	$37,029

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	1,775,532
Car miles run	421,040
Total receipts per car mile	$.124
Operating expenses per car mile	.088

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road and equip	$515,619	$520,074
Cash	4,957	5,133
Total	$520,576	$525,207
LIABILITIES.		
Capital stock	$250,000	$250,000
Funded debt	250,000	250,000
Accrued taxes	3,182	3,839
Bills and accts. payable	13,681	20,011
Profit and loss (surplus)	3,713	1,357
Total	$520,576	$525,207

Plant and Equipment.—Miles of track (electric), 7; cars and power from Union Ry. Co.

Officers.—Pres. E. A. Maher, Sec. & Treas. T. W. Olcott, Supt. James Carrigan.

Directors.—E. A. Maher, H. A. Robinson, C. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., D. C. Moorehead, Renne Martin, M. G. Starrett.

General Office, 128th St. & Third Ave.

Date of information, Mar., 1902. b z

For map of road see inset between pages 188 and 189.

Please note date of information at end of each report.

The Third Avenue Railroad Co.—Chartered Oct. 8, 1853. Annual meeting first Wednesday after second Monday in Nov. This company has secured control, by purchase, of the Dry Dock, East Broadway & Battery R. R., the 42d St., Manhattanville & St. Nicholas Ave. Ry., the Union Ry., the Yonkers Railroad Co., and the Tarrytown, White Plains & Mamaroneck Ry. The company has a transfer agreement with the Manhattan (Elevated) Ry. Co., whereby passengers are transferred from the cars of one company to those of the other, for an additional fare of three cents.

On Mar. 16, 1900, Hugh J. Grant was appointed receiver of the properties of this company having been appointed temporary receiver on Feb. 28, on the application of the Old Colony Trust Co., of Boston, Mass., and on May 23, 1900, he was discharged. On April 13, 1900, the properties were leased to the Metropolitan Street Ry. Co. for 999 years, the lessee guaranteeing payment of principal and interest of the then outstanding bonds and an additional issue of $35,000,000 4 p. c. first consolidated 100 year gold bonds. The Metropolitan Street Ry. Co. also guarantees dividends on the Third Avenue stock as follows: for the first four years Third Avenue stock will receive only the net income above expenses and fixed charges; the next two years 5 p. c. is to be paid on the stock; the succeeding four years 6 p. c.; thereafter 7 p. c.

Capital Stock, authorized, $16,000,000, issued, $15,995,800; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $5,000,000; dated July 1, 1887, due 1937; denom. $1,000; int. payable Jan. and July, at office of Farmers' Loan & Trust Co. of New York, trustee of mortgage.

First consolidated mortgage 4 p. c. gold bonds, authorized, $50,000,000, issued, $35,000,000; dated May 15, 1900, due 2,000; int. payable Jan. and July, at the office of Morton Trust Co., trustee of mortgage.

Operation.—

Year ending Dec. 31,	1897.	1898.	1899.	June 30, 1900.	June 30, 1901.
Rects. from oper.	$2,597,633	$2,278,096	$2,159,411	$2,123,834	$2,206,490
" other sources	55,628	119,388	†329,902	31,627	449,235
" total.....	2,653,261	2,397,484	2,489,313	2,155,461	2,655,725
Oper. expenses..	1,452,726	1,273,875	1,255,482	1,315,444	1,095,539
Ear'gs from oper.	1,200,535	1,123,609	1,233,831	840,017	1,560,186
Deducts. from earn'gs					
Int. on bonds	250,000	250,000	250,000	483,450	1,650,000
Taxes.....	105,316	116,840	117,362	228,876	113,295
Other deducts	2,700	2,700			
Net income.....	842,519	754.069	866,469	127,691	*203,109
Dividends paid..	825,000	810,000	830,000	410,000	
Surplus account.				*282,309	*650,854
P. c. op. exp. to total rec'ts....	54.8	55.8	51.2	61.0	49.7

*Deficit.

Dividends.—In 1892, 7 p. c.; in 1893, 4 p. c.; in 1894, 8 p. c.; in 1895, 8 p. c.; in 1896, 10 p. c.; in 1897, 8¼ p. c.; in 1898, 7¾ p. c.; in 1899, 7¼ p. c.; in 1900, 1¾ p. c. on $12,000,000 and 1¼ p. c. on $16,000,000.

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Road and equipment..	$14,978,477	$20,453,316	†$45,761,872	$24,958,097
Stocks and bonds,...		9,940,658	9,942,647	10,455,290
Other permanent investments.....	10,620,215	1,728.942		
Accrued interest.....				
Open accounts.....		4,559,967	58,972	20,346,480
Cash	1,136,849	214,084		783,332
Profit and loss (def.)..			282,309	650,854
Total.....	$26,735,741	$36,896,967	$56,045,800	$57,194,053
LIABILITIES.				
Capital stock.....	$12,000,000	$15,995,800	$15,995,800	$15,995,800
Funded debt.....	5,000,000	5,000,000	4,000,000	40,000,000
Bills payable.....	9,620,122	15,480,483		
Accounts payable....				373,253
Accrued interest.....		125,000		825,000
Mortgages	91,000	91,000	50,000	
Profit and loss (sur)..	58,434	24,619	204,684	
Total	$26,735,741	$36,896,967	$56,045,800	$57,194,053

†Cost of road and equipment $25,165,505
Met. St. Ry. Co. lessee; sale of bonds to apply to construction account 11,638,030
Accrued interest..... 1,025
42d St., Man., St. Nich. Ave., Ry. Co., Union Ry. Co, Dry Dock, E. B'way, and Battery R. R. Co., on account of construction charges..... $8,957,312

Plant and Equipment.—Miles of track owned (electric), 29.375 controlled, 174.95; gauge, 4 ft. 8½ in.; 100 lb. to 115 lb. girder rail; 340 motor cars and 33 trail cars; Corliss, Wright and Dickson engines; Brill and Laclede cars; Brill, Peckham and Bemis trucks.

Officers.—Pres. H. H. Vreeland, Sec. & Treas. J. Beaver, Asst. Gen. Man. Oren Root, Jr.

Directors.—H. H. Vreeland, John D. Crimmins, Edward M. Burghard, H. A. Robinson, Chas. E. Warren, Oren Root, Jr., D. B. Hasbrouck, D. C. Moorehead, Renne Martin, M. G. Starrett, Edward Lauterbach, Charles Remsen.

General Office, 621 Broadway; Supt's office, 128th St. and 3d Ave.

References.—Description of road, Vol. VIII, Sept., '92, p. 537; Vol. X, Jan., '94, p. 38 (ill.); opening, Vol. X, Jan., '94, p. 38 (ill.); Bayard St. power plant, Vol. VIII, Feb., '92, p. 74 (ill.); extensions of power plant, Vol. VIII, Feb., '92, p. 91; 65th St. power plant, Vol. VIII, Apr., '92, p. 207 (ill.); main cable power plant, Vol. IX, Oct., '93, p. 643 (ill.); Bayard St. power plant, Vol. X, July, '94, p. 448 (ill.); track construction, Vol. VI, Nov., '90, p. 554 (ill.); track construction, Vol. VII, June, '91, p. 290 (ill.); cable construction, Vol. VII, Sept., '91, p. 476 (ill.); track construction, Vol. VIII, May, '92, p. 277 (ill.); track construction, Vol. VIII, Aug., '92, p. 451 (ill.); Vol. VIII, Nov., 92, p. 687 (ill.); special track construction, Vol. IX, Apr., '93, p. 213 (ill.); increase of stock, Vol. IX, Feb., '93, p. 129; Vol. XI, Jan., '95, p. 59; annual report, Vol. IX, Dec., '93, p. 842; two annual reports Vol. X, Dec., '94, p. 814; general information, Vol. VIII, July, '92, p. 423; description of elec. conduit (brief), Vol. XI, May, '95, p. 318 (diagram); description of elec. conduit, Vol. XI, Aug., '95, p. 532 (diagram); description of elec. conduit, Vol. XII, Jan., '96, p. 41 (ill.); erection of power house, (brief), Vol. XII, June '96, p. 345; new sand car (brief), Vol. XII, July '96, p. 414 (ill.); compressed air car (brief), Vol. XII, July, '96, p. 436 (ill.); change in station and track construction (brief), Vol. XII, Sept. '96, p. 538; description of road (brief), Vol. XII, Oct. '96, p. 604; description of extensions, Vol. XIII, Jan. '97, p. 46; new main power station, Vol. XVI, Jan. 6, '00, pp. 1–12 (ill.); opening, Jan. 6, '00, pp. 15–23 (ill.); Metropolitan Street Railway in control, Vol. XVI, Mar. 24, '00, p. 305; new directors, Mar. 31, '00, p. 314; new plans, Apr. 7, '00, p. 385; debt financed and lease signed, Apr. 14, '00, p. 392; mortgage approved, May 19, '00, p. 500; statement by Mr. Vreeland on lease, May 26, '00, p. 510; receivership closed, June 2, '00, p. 569.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Thirty-fourth Street Crosstown Railway Co.—Chartered Mar. 18, 1896, as a consolidation of the Thirty-fourth Street R. R. Co. and the Thirty-fourth Street Ferry & Eleventh Avenue R. R. Co., to build a railroad from the foot of West 34th St. to the foot of East 34th St.

Capital Stock, $1,000,000, all in treasury of the Metropolitan Street Ry. Co.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1996; denom. $1,000; int. payable Apr. & Oct. at office of Central Trust Co. of New York, trustee of mortgage. These bonds are guaranteed principal and interest by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Total receipts.....	$311,805	$337,038	$342,711	$397,949
Operating expenses	165,642	188,177	192,468	240,045
Earnings from operation.....	146,163	148.861	150,243	157,905
Deduc. from earnings.				
Taxes	5,467	5,895	6,206	8,910
Interest on funded debt....	50,000	50,000	50,000	50,000
Net income.....	90,696	†92,966	†94,037	†98,994
P. c. op. exp. to total receipts..	53.1	55.8	56.1	60.5

† Paid to Metropolitan St. Ry. Co. under operating agreement.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip...	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Cash and current assets..	21,678	21,338	20,842	520,758
Total.....	$2,021,678	$2,021,338	$2,020,842	$2,520,758
LIABILITIES.				
Capital stock.....	$1,000,000	$1,000.000	$1,000,000	$1,000,000
Funded debt.....	1,000,000	1,000,000	1,000,000	1,000,000
Current liabilities.....	21,678	21,338	20,842	520,758
Total.....	$2,021,678	$2,021,338	$2,020,842	$2,520,758

Plant and Equipment.—Miles of track owned, .97, leased, 4.63, total track (cars operated by storage battery), 5.6; 58 cars.

General Office, 621 Broadway.

Reference.—Storage battery system, Vol. XVIII, Aug. 31, '01, p. 226 (ill.).

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Twenty-eighth & Twenty-ninth Streets Crosstown Railroad Co.—This company is the successor to the Twenty-eighth & Twenty-ninth Streets R. R. Co. The entire capital stock of this company is owned by the Metropolitan Street Ry. Co.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Oct. 1, 1896, due 1996; int. payable Apr. and Oct., at the Bank of Com-

merce, New York. These bonds are guaranteed, principal and interest, by the Metropolitan Street Ry. Co.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$115,894	$135,900	$182,682	$177,120
" " other sources	250	250	250	250
" total	116,144	136,150	182,932	177.370
Operating expenses	57,899	72,032	132,541	116,762
Earnings from operation	58,245	64,118	50,391	60,607
Deductions from earnings.				
Interest	54,167	75,000	75,000	75,000
Taxes	6,430	7,530	10,072	10,283
Net income	*$2,348	*$18,418	*$34,680	*$24,675

* Deficit paid by Metropolitan St. Ry. Co. under operating agreement.

Plant and Equipment.—Miles of track (cars operated by compressed air power), 7.61.

General Office, 621 Broadway.

Reference.—Air power not to be abandoned, Vol. XVI, June 16, '00, p. 582; operation of air motor cars, Vol. XVI, Aug. 4, '00, p. 719, Dec. 22, '00, p. 1214; storage battery cars, Vol. XVI, Sept. 1, '00, p. 838; air motors on Twenty-third St., Vol. XVI, Sept 22, '00, p. 871.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Twenty-Third Street Railway Co.—Chartered Jan. 29, 1872. Annual meeting third Monday in June.

Leased to the Metropolitan Street Ry. Co. (originally on Apr. 25, 1893, to the Houston, West Street & Pavonia Ferry R. R. Co.) for a rental equivalent to 18 p. c. upon the capital stock.

Capital Stock, authorized and issued, $600,000; par value, $100 per share. Dividends payable quarterly in Feb., May, Aug. and Nov.

Funded Debt.—First mortgage 6 p. c., bonds, authorized and issued, $250,000; matured May 1, 1893, extended to Jan. 1, 1909; denom. $1,000; int. payable Jan. and July.

5 p. c. debenture bonds, $150.000; dated Jan. 1, 1886, due 1906; denom. $100; int. payable Jan. and July.

This company also assumes $375,000 of the Broadway Surface R. R. Co.'s first mortgage 5 p. c. bonds, total issue, $1,500,000; dated July 1, 1884, due 1924; denom. $1,000; int. payable Jan. and July. This amount together with the remainder of this issue ($1,125,000) is guaranteed by the Broadway & Seventh Avenue R. R. Co.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$1,754,271	$2,116,695	$2,808,823
" equipment	318,726	318,726	
Total	$2,072,997	$2,435,421	$2,808,823
LIABILITIES.			
Capital stock	$ 600,000	$ 600,000	$ 600,000
Funded debt	400,000	400,000	400,000
Open accounts	1,011,932	1,374,357	1,747,759
Profit and loss (surplus)	61,065	61,064	61,065
Total	$2,072,997	$2,435,421	$2,808,823

Plant and Equipment.—See Metropolitan Street Ry. Co.

Officers.—Same as Metropolitan Street Ry. Co.

General Office, 621 Broadway.

Date of information, Mar., 1902. z

For map of road see inset between pages 188 and 189.

Union Railway Co. of New York City.—Chartered July 5, 1892. Annual meeting second Monday in Jan. This is a consolidation of the Harlem Bridge, Morrisania & Fordham Ry. Co. (inc. 1863 under Gen. R. R. Act of 1850), the North Third Ave. & Fleetwood Park Ry. Co., and the Melrose & West Morrisania R. R. Co. The company controls and operates, under lease, the Westchester Electric R. R. Co., (which is a consolidation on June 1, 1893, of the Mt. Vernon & Eastchester Ry. Co., and the New Rochelle Ry. Transit Co.), and owns the entire capital stock of the West Farms & Westchester Traction Co., the Van Nest, West Farms & Westchester Traction Co., the Wakefield & Westchester Traction Co., the Williamsbridge & Westchester Traction Co. and the Suburban Traction Co. This road is controlled by the Third Avenue R. R. Co., which purchased the entire capital stock in Jan., 1898.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $2,000,000; coupon, but may be registered; dated Aug. 1, 1892, due, 1942; denom. $1,000; int. payable Feb. and Aug., at office of Central Trust Co., of New York, trustee of mortgage.

Westchester Electric R. R. Co.'s first mortgage 5 p. c. bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1943; denom. $500; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Southern Boulevard R. R. Co.'s first mortgage gold bonds, authorized and issued, $250,000; dated July 1, 1895. due 1945; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from operation	$539,855	$610,882	$667,472	$784,670	$916,009
" other sources	3,000	2,657	4,342	2,500	3,122
" total	542,855	613,499	671,814	787,170	919,131
Operating expenses	336,875	388,631	446,637	488,713	567,551
Earn'gs from operation	205,980	224,868	225,177	298,457	351,580
Deduct from earnings.					
Interest on bonds	100.000	100,000	100.000	100,000	100,000
" on loans	10,205	17,038	25,135		
Taxes	23,226	27,672	34,215	39,426	39,662
Net income	72,548	80.138	65,827	159,030	211,918
Dividends paid			240,000		
Total surplus				245,297	496,062
P. c. op. exp. to total receipts	62.1	63.3	66.4	62.1	61.7

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 99,323
Transportation expenses	396,481
Maintenance of way and buildings	21,304
Maintenance of equipment	50,444
Total	$567,552

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	34,436,418
Car miles run	5.355,887
Total receipts per car mile	$.172
Operating expenses per car mile	.106

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Road and equip.	$4,562,086	$4,745,030	$4,963,570	$5,089,117	$5,631,652
Supplies	29,331	9,161	14,756	179.724	104,587
Open accounts	62,400	67,029	429,655	837,066	1.333,055
Cash	48,199	86,445	40,233	57,009	96,147
Sundries	4,952	10.238	14,471	24,590	8,131
Taxes and insur.		4,022	11,772	16,961	
Total	$4,706,967	$4,921,926	$5,474,457	$6,204,467	$7,173,573
LIABILITIES.					
Capital stock	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Funded debt	2,000,000	2.000,000	2,000.000	2,000,000	2,000,000
Lns & bills pay.	264,610	473,400	1,195,000	1,564,590	2,609,867
Accrued int.	41,667	42,061	47,482	41,667	41,667
Wages and sup.	32,299	40,570		337,170	
Open accounts.	53,558	9,107	145,879	15,743	25,977
Profit and loss (surplus)	314,833	356,789	86,096	245,467	496,062
Total	$4,706,967	$4,921,926	$5,474,457	$6,204,467	$7,173,573

Plant and Equipment.—Miles of track (electric), 62.62; gauge, 4 ft. 8½in.; 72½ lb. and 90 lb. girder rail; 461 motor cars; Cooper engines, Gen. Elec. and West. dynamos and motors, Gilbert, St. Louis and American cars.

Officers.—Pres. & Gen. Man. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. J. Carrigan.

Directors.—E. A. Maher, H. A. Robinson, C. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., D. C. Moorehead, Renne Martin, M. G. Starrett.

General Office, 204 E. 128th St., near 3d Ave.

References.—Description of road, Vol. VIII, Sept.,'92, p. 540; Vol. VIII, Oct., '92, p. 584 (ill.); description of power plant, Vol. VIII, Dec., '92, p. 722 (ill.); description of track, Vol. VIII, Jan., '92, p. 32 (ill.); description of car house, Vol. IX, May, '93, p. 289; Vol. X, Aug., '94, p. 485; description of transfer tables, Vol. X, May, '94, p. 321 (ill.).

Date of information, Mar., 1902. b z

For map of road see inset between pages 188 and 189.

Westchester Electric Railroad Co.—Chartered Mar. 21, 1891, On July 2, 1893, of the Mt. Vernon & Eastchester Ry. Co. and the New Rochelle Ry. Transit Co. were merged into this company. On June 1, 1898, the operation of the Mount Vernon branch by overhead trolley was commenced, and the New Rochelle branch commenced electric operation Dec. 22, 1898.

Leased, on June 1, 1893, to the Union Ry. Co.

Capital Stock, authorized and issued, $500,000, all owned by the Union Ry. Co.

Funded Debt.—First mortgage 5 p. c gold bonds, authorized and issued, $500,000; dated, July 1, 1893. due, 1943; int. payable Jan. and July, guaranteed principal and interest by Union Ry. Co.

Please note date of information at end of each report.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$129,485	$127,234	$133,255	$163,932	$185,285
Operating expenses	87,559	91,851	118,913	167,168	202,653
Earnings from operation	41,925	35,383	14,342	*3,236	*17,368
Deductions from income.					
Interest	25,744	25,746	25,633	25,007	25,000
Taxes	3,131	3,198	3,041	4,288	9,723
Surplus	13,050	6,439	*14,332	*32,537	*52,091
Total surplus	*8,322	*6,233	*20,565	*53,620	*105,608

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 22,100
Transportation expenses	169,758
Maintenance of way and buildings	5,541
Maintenance of equipment	5,254
Total	$202,653

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	7,666,154
Car miles run	1,295,715
Total receipts per car mile	$.143
Operating expenses per car mile	.156

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 957,837	$1,008,569	$1,244,271	$1,449,402	$1,573,760
" equip.	4,329	4,322			
Cash	1,369	1,896	2,020	20 946	7,044
Open accounts	52,802	823	4,547	15,429	15,565
Mat. and sups.					4,671
Sundries					185
Profit and loss (deficit)	8,322	6,233	20,562	53,620	105,608
Total	$1,024,658	$1,021,846	$1,271,403	$1,539,397	$1,706,833
LIABILITIES.					
Capital stock	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000
Funded debt	500,000	500,000	500,000	500,000	500,000
Accrued int		9,346		1,639	
Bills payable	24,658	12,500	271,403	15,491	
Accts. payable					23,167
Accrued taxes.					3,310
Other liabilities		12,500		†522,266	†680,356
Total	$1,024,658	$1,021,846	$1,271,403	$1,539.397	$1,706,833

† Due to other companies.

Plant and Equipment.—Miles of track (electric), owned, 30.24, trackage rights, 7.17, total, 37.41; gauge, 4 ft. 8½ in.; 48 motor cars.

Officers.—Pres Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. Jas. Carrigan.

Directors.—E. A. Maher, D. B. Hasbrouck, C. E. Warren, W. F. Ryan, Oren Root, Jr., D. C. Moorehead, R. Martin, M. G. Starrett, N. Y. City; Henry A. Robinson, Yonkers.

General Office, 204 East 128th St.

Date of information, Mar., 1902. b z

For map of road see inset between pages 188 and 189.

New York, Westchester & Connecticut Traction Co.—Chartered Feb. 25, 1895. Annual meeting June 30. The franchises and property of this company have been leased to the Interurban Street Ry. Co. (which see, under New York City).

Capital Stock, authorized and issued, $600,000; par value, $100 per share.

Funded Debt.—First general mortgage 4 p. c. gold bonds, authorized, $2,500,000; none issued June 30, 1900; dated May 1, 1900, due 1950; denom. $1,000; int. payable (when issued) May and Nov., at office of Hamilton Trust Co., of Brooklyn, trustee of mortgage.

Ballance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$600,000	$156,591
Cash	1,148	1,539
Materials and supplies	3,750	
Insurance	.53	293
Profit and loss (deficit)	16,215	481,808
Total	$621,166	$640,231
LIABILITIES.		
Capital stock	$600,000	$600,000
Loans	17,985	34,792
Supplies	3,181	
Accounts payable		5,440
Total	$621,166	$640,231

Officers.—Pres. W. A. Boland, V. Pres. Silas B. Dutcher, Sec. & Treas. Frederic C. Cocheu, Gen. Man. L. H. Meht, Supt. Geo. Wohler.

Directors.—W. A. Boland, Yonkers, N. Y.; Silas B. Dutcher, Frederic C. Cocheu, John McCarty, Joseph B. White, M. J. Kennedy, Joseph McClean, L. H. Meht, W. J. Studwell, Brooklyn, N. Y.

General Office, 189 Montague St., Brooklyn, N. Y.

Date of information, Mar., 1902. b z

Rapid Transit Subway Construction Co.—This company is building the Rapid Transit Subway in New York City, which will be 21 miles in length.

Officers.—Pres. August Belmont, V. Pres. Walter G. Oakman, Sec. Fred. Evans, Treas, John F. Buck, Man. E. P. Bryan, Ch. Engr. S. L. F. Deyo, Ch. Elecn. L. B. Stillwell, Mech. Engr. J. Van Vleck.

General Offices, 23 Nassau St. and 21 Park Row, New York City.

Power Station, 58th & 59th Sts. and North River.

Date of information, Mar., 1902. z

Eighth & Columbus Avenue Connecting Railroad Co.—Chartered Nov. 5, 1900, to build a railway from Boulevard & West 59th St. to Boulevard & Columbus Ave.

Capital Stock, $50,000, par value, $100 per share.

Officers.—Pres. Thos. J. Regan, V. Pres. J. Sanford Barnes, Jr., Sec. & Treas. Denis O'Brien.

Directors.—John S. Barnes, Jr., Pierre Jay, F. DeWitt Wells, Ralph G. Miller, Thos. Robbins, Jr., Thos. J. Regan, Alfred C. Jopling, Denis O'Brien, New York City; Frank S. Rollins, Pelham, N. Y.

General Office, 621 Broadway, N. Y.

Date of information, Sept., 1901. b

Fiftieth Street, Astoria Ferry & Central Park Railroad Co.—Chartered Feb. 7, 1890.

Capital Stock, authorized, $500,000, issued, $8,285; par value, $100 per share.

Officers.—Pres. Charles H. Briggs, V. Pres. John W. Mersereau, Sec. & Treas. Frederick A. Bartlett.

Directors.—Charles H. Briggs, Seth Wilkes, F. R. Pemberton, William H. Bartlett, New York City; John W. Mersereau, Richmond, S. I.; Jared F. Harrison, New Rochelle, N. Y.; F. A. Bartlett, 50 Willow St., Brooklyn, N. Y.

Date of information, Mar., 1902. z

New York & Portchester Railroad Co.—This company was incorporated to build a high speed electric railway between Portchester, N. Y., and New York City, a distance of 21 miles.

Officer.—Pres. W. C. Gotshall, 76 William St., New York.

References.—Description of proposed road (map), Vol. XVIII, Dec. 7, '01, p. 829 (ill.); hearing, Vol. XIX, Jan. 4, '02, p. 45 (ill.).

Date of information, Jan., 1902. x z

NIAGARA FALLS, N. Y., (see also Buffalo, N. Y.)

Population of Niagara Falls in 1880, 7,432; in 1890, 10,979; in 1900, 19,457.

Niagara Gorge Railroad Co.—Incorporated June 3, 1899. This company is the successor to the Niagara Falls & Lewiston R. R. Co., which was sold at foreclosure sale May 23, 1899. Annual meeting first Saturday in Oct. By traffic agreement with the Niagara Falls Park & River Ry. Co. the cars of this company are run over their road to Tabor Rock and Dufferin's Island. The new company began operations July 1, 1899.

CAPITAL STOCK. $1,000,000; par value, $100 per share.

FUNDED DEBT.—Niagara Falls & Lewiston R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $200,000; dated June 1, 1895, due 1925; denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

OPERATION.—The figures of operation for 1899 are not obtainable, those given being of the Niagara Falls & Lewiston R. R. Co. for 1897 and 1898, and of the Niagara Gorge R. R., for years 1900 and 1901.

Year ending June 30.	1897.	1898.	1900.	1901.
Receipts from passengers	$80,523	$73,557	$57,667	$79,372
" " other sources	6,799	12,056	3,921	2,788
" total	87,322	85,613	61,588	82,160
Operating expenses	27,679	28,127	31,664	50,187
Earnings from operation	59.643	57,486	29,924	31,973
Deductions from earnings.				
Interest	23,510	50,912	8,154	51,030
Taxes	2,922	5,699	3,645	4,171
Other deductions			229	
Net income	33,211	875	17,896	†23,229
To surplus account	33,211	875		
Total surplus account	*73,891	875	17,896	†5,315

*To credit of construction account. † Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1900.	1901.
General expenses	$ 9,475	$15,622	$16,743	$19,315
Transportation expenses	10,019	8,729	10,726	20,609
Maintenance of way and buildings	7,419	2,682	3.245	8,182
Maintenance of equipment	766	1,094	950	2,081
Total	$27,679	$28,127	$31,664	$50,187

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1900.	1901.
Passengers carried	308,365	288,791	216,906	303,797
Car miles run	150,269	163,013	127,916	147,341
Total receipts per car mile	$.581	$.525	$.481	$.557
Operating expenses per car mile	.184	.172	.247	.341

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1900.	1901.
Cost of road	$2,077,299	$2,100,122	$1,961,000	$2,009,043
Cost of equipment	47,245	47,245		
Other perm. invest	371,110	371,110	39,000	40,701
Cash	5,384	1,741	3,225	11,829
Bills and acts. recvble.	3,429	2,031	10,153	48,583
Material and supplies.		10,597	2,614	5,984
Profit and loss (deficit)				5,315
Total	$2,504,467	$2,532,846	$2,015,992	$2,121,455
LIABILITIES.				
Capital stock	$1,400,000	$1,400,000	$1,000,000	$1,000,000
Funded debt	35,000	35,000	200,000	
Loans	924,000	1,085,092	650,000	
Bonds purchased			103,500	
Profit on bonds pur			8,426	144,400
Bills and acts. payable	71,577	11,879	36,170	970,650
Int. on funded debt due and accrued				6,279
Rentals due and accrd.				125
Profit and loss (surp.).	73,890	875	17,896	
Total	$2,504,467	$2,532,846	$2,015,992	$2,121,455

PLANT AND EQUIPMENT.—Miles of track (electric), 14.4; 60 lb. T rail; 23 motor cars; Brill cars.

OFFICERS.—Pres. Joseph T. Jones, Buffalo; V. Pres. Herbert P. Bissell, Buffalo; Sec. & Treas. Bert. L. Jones, Supt. J. K. Brooks, Cons. Engr. Geo. A. Ricker.

DIRECTORS.—Francis V. Greene, Avery D. Andrews, N. Y. City; Jos. T. Jones, H. P. Bissell, Wm. H. Hotchkiss, C. M. Bushnell, H. H. Hewitt, Wm. A. Cornwell, J. H. Metcalf, Bert L. Jones, Robert R. Hofford, Buffalo, N. Y.

GENERAL OFFICE, 42 Coal and Iron Exchange, Buffalo.

REFERENCES.—Description of road, Vol. XI, Oct., '95, p. 630 (ill.); description of road, Souv., Oct. '97, p. 594 (ill.); operating detail, Vol. XIV, Feb., '99, p. 108; five years of experience, G. A. Ricker, Vol. XVI, Sept. 1, '00, pp. 807–840 (ill).

Date of information, Mar., 1902. z

NIAGARA FALLS, ONT., (see also Buffalo, N. Y.)

Resident population, 1,600.

Niagara Falls, Wesley Park & Clifton Tramway Co.—Chartered May 6, 1886. This road is owned by and operated as a part of the system of the Niagara, St. Catherine's & Toronto Ry. Co.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.35; gauge, 4 ft. 8½ in.; 65 lb. T rail; 6 motor cars.

OFFICERS.—Pres. J. W. Herbert, Sec. & Treas. A. B. Colvin, Gen. Man. E. F. Seixas.

Date of information, Feb., 1902. z

NILES, O.

Population in 1880, 3,879, in 1890, 4,289, in 1900, 7,468.

Mineral Ridge & Niles Traction Co.—Incorporated May 28, 1900, as the successor to the Mineral Ridge & Niles St. Ry. Co., which in Apr., 1899, was sold to A. A. Anderson, Gen. Man. of the Mahoning Valley Street Ry. Co., of Youngstown, O.

CAPITAL STOCK, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8¾ in.; 48½ lb. T and girder rail; 4 motor cars; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. B. F. Miles, V. Pres. H. M. Robinson, Sec. J. E. McVey, Treas. & Gen. & Man. A. A. Anderson, Supt. G. A. Beatty.

Date of information, Mar., 1902. z

NORFOLK, MASS.

Population in 1900, 1,200.

Norfolk Southern Street Railway Co.—This property was sold at public auction by order of the court, on Oct. 9, 1901, and turned over to the Norfolk & Bristol St. Ry. Co., on Nov. 15, 1901. It is now managed from the office of Stone & Webster, 93 Federal St., Boston, Mass.

Date of information, Jan., 1902. z

NORFOLK, VA.

Population in 1880, 21,966, in 1890, 34,871, in 1900, 46,624; present population of city and suburbs and annexed district, (local estimates), 75,000.

Norfolk Railway & Light Co.—This company is a consolidation on Nov. 2, 1899, of the Norfolk Street R. R. Co., the Norfolk & Ocean View Ry. Co., the Virginia Electric Co. and the Berkeley Light & Power Co., and owns a line of railway and steamers to Old Point Comfort.

Capital Stock, $1,650,000; par value, $25 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $4,000,000. issued, $2,150,000, held in escrow to retire prior liens, $1,085,000, held in treasury for future improvements, $765,000; dated Nov. 2, 1899, due 1949; denom. $1,000; coupon, but may be registered; sinking fund of 1 p. c. of bonds outstanding at 110 begins Nov., 1909; int. payable May and Nov., at office of International Trust Co., of Baltimore, trustee of mortgage.

PRIOR LIENS.

Norfolk Street R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $915,000; trustee of mortgage, Mercantile Trust & Deposit Co., of Baltimore.

Norfolk City R. R. Co.'s first mortgage 6 p. c. coupon bonds, authorized, $400,000, issued, $125,000; dated Jan. 2, 1888, due Jan. 1, 1913; denom. $1,000; int. payable Jan. and July, at office of Mercantile Trust Co., of New York, trustee of mortgage.

Virginia Electric Lighting Division coupon bonds, $45,000; int. payable Apr. and Oct., at office of United States Mortgage & Trust Co., New York.

Plant and Equipment.—Miles of track (electric) 49; gauge, 5 ft. 2 in.; 60 lb. T and 80 lb. girder rail; 80 cars, of which 60 are motor cars and 20 trail cars; 4–200 K. W. generators, 1,000 H. P. station plants, Short motors, St. Louis, Jackson & Sharp and Wason cars.

Officers.—Pres. R. Lancaster Williams, Richmond, Va., 1st V. Pres. & Gen. Man. C. Brooks Johnston, 2nd V. Pres. Frank O. Briggs, Trenton, N. J.; Treas. W. H. Doyle, Sec. & Asst. Treas. H. C. Whitehead, Supt. Ry. Div. Wm. M. Rosborough, Supt. Ltg. Div. R. T. Gunn.

General Office, 84 Plume St., Norfolk, Va.

Reference.—Description of park (brief), Vol. XVII, May 4, '01, p. 557.

Date of information, Mar., 1902. z

For map of road see page 196.

Norfolk & Atlantic Terminal Co.—This company was organized to construct an electric railway from Sewell's Point, on Hampton roads, to the city of Norfolk, 8 miles. A double track line was placed in operation Sept. 8, 1900. This company also operates a steamboat line from Old Point Comfort and Newport News, with connections there to the Newport News & Old Point Ry. to the pier at Norfolk-on-the-Roads (formerly Sewell's Point), and connecting Newport News and Old Point Comfort directly with Norfolk.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Mar. 1, 1899, due 1929; denom. $1,000; int. payable at office of Alex. Brown & Sons, Baltimore; trustee of mortgage, Maryland Trust Co., of Baltimore.

Plant and Equipment.—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 10 cars, of which 5 are motor cars and 5 trail cars; 2–225 K. W. generators, 600 H. P. station plant, West motors, American cars, McGuire trucks.

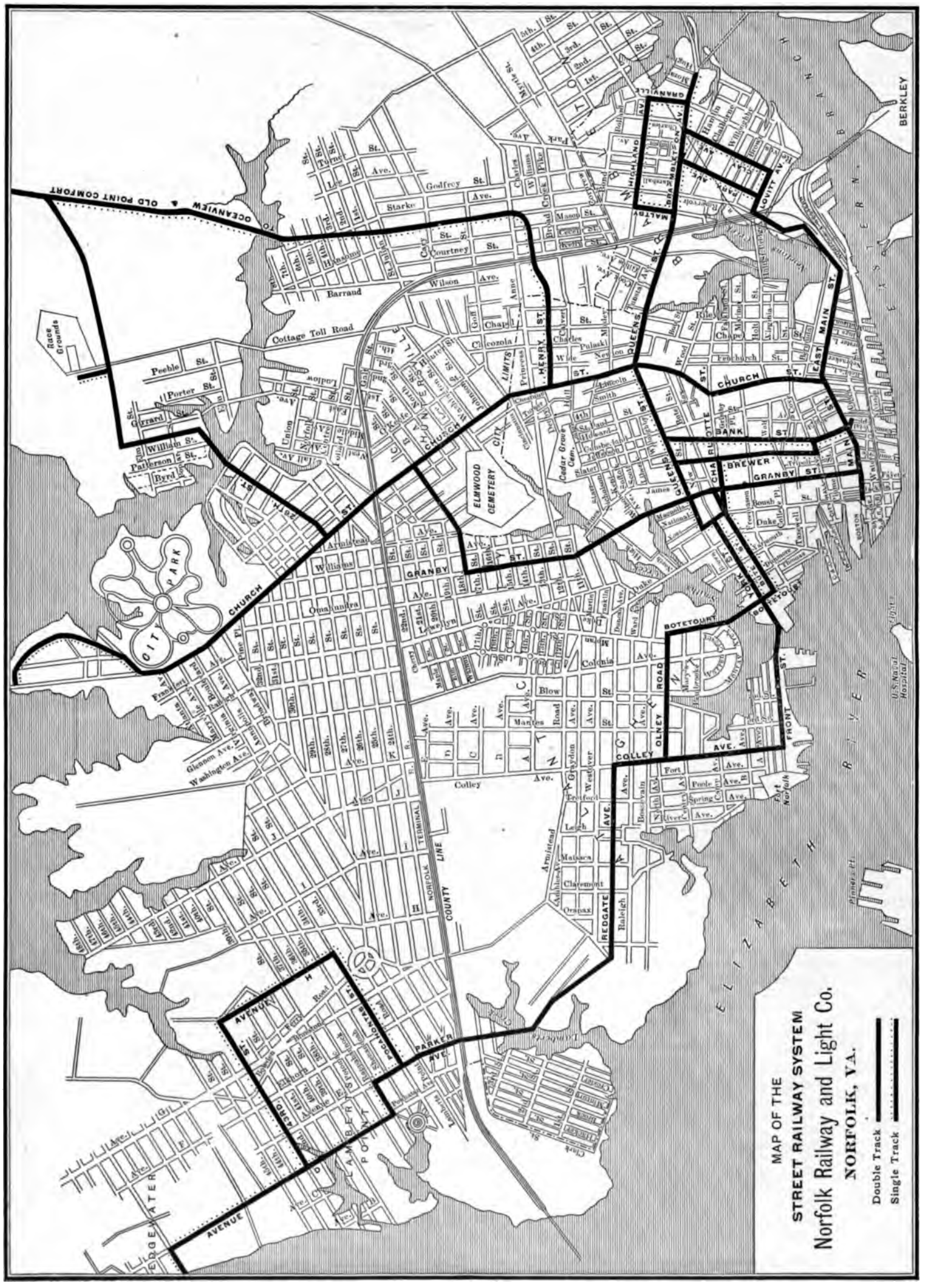
Officers.—Pres. D. Lowenberg, V. Pres. H. L. Lowenberg, Sec. Wallington Hardy, Treas. Caldwell Hardy, Man. H. H. Carr, Supt. & Pur. Agt. Geo. W. Hatch.

General Office, Lowenberg Bldg., Norfolk, Va.

Reference.—Description of road, Vol. XVIII, Sept. 7, '01, p. 243 (ill.).

Date of information, Mar., 1902. z

Norfolk, Portsmouth & Newport News Railway Co.—Chartered Feb. 20, 1900, as a consolidation of the Port Norfolk Electric Ry. Co., the Portsmouth, Pigs Point & Newport News Ry., Ferry & Hotel Co., and the Portsmouth & Smithfield R. R. Co. This company operates under lease the ferries connecting Norfolk with Portsmouth and Berkley, and proposes an extension of its lines to Pigs Point, there to connect with ferry to Newport News.


MAP OF THE
STREET RAILWAY SYSTEM
Norfolk Railway and Light Co.
NORFOLK, VA.
Double Track
Single Track
OCEANVIEW
OLD POINT COMFORT
CHURCH
GRANBY
QUEENS
MAIN
EAST MAIN ST.
BERKLEY
ELMWOOD CEMETERY
CITY PARK
LAMBERTS POINT
COLLEY AVE.
OLNEY ROAD
BOTETOURT
REDGATE
PARKER AVE.
COUNTY LINE
NORFOLK
ELIZABETH RIVER
HAMPTON ROADS
Cottage Toll Road
Barrand
Wilson Ave.
Colley Ave.
Granby St.
Church St.
Bank St.
Brewer
Granby St.
Colley Ave.
Olney Road
Front St.
Fort Norfolk
U.S. Naval Hospital
Pinners Pt.
Race Grounds
Peeble St.
Porter St.
Girard St.
Patterson St.
Byrd
Williams
Granby
Omaandra
Gleanon Ave.
Washington Ave.
Frankfort
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Blow St
Maples Road
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Westover
Bradford
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Malvern
Claremont
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Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued $200,000; held to retire prior liens, $50,000; dated Mar. 10, 1900, due 1950; denom. $1,000; coupon, but may be registered, subject to call at 110; sinking fund of $10,000 per annum begins at once; int. payable Mar. and Sept., at office of the Fidelity & Deposit Co., of Baltimore, Md., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T rail; 14 cars, of which 10 are motor cars and 4 trail cars; 100 H. P. boilers, 2-100 H. P. engines, 2-100 H. P. generators, 2 pumps; Watertown engines, West. and Brush dynamos and motors, Jackson & Sharp cars.

Officers.—Pres. H. L. Maynard, V. Pres. Gustavus Ober, Sec. A. J. Phillips, Treas. J. L. Watson Gen. Man., Supt. and Elecn. M. P. Jones, Ch. Engr. W. J. Nobes.

General Office, Portsmouth, Va.

Reference.—Description of road, Vol. XI, Feb., '95, p. 106 (ill.).

Date of information, Mar., 1901. x

NORRISTOWN, PA.

Population in 1880, 13,063, in 1890, 19,791, in 1900, 23,600.

Schuylkill Valley Traction Co.—Chartered Sept., 1893, as successor, by amendment of charter, to the Norristown, Bridgeport & Conshohocken Traction Co. This company operates the Norristown Passenger Ry. Co., the Citizens' Passenger Ry. Co., the Montgomery County Passenger Ry. Co., the Conshohocken Ry. Co. and the Collegeville Electric Street Ry. Co. The company obtained control of the above roads on Jan. 15, 1895. Annual meeting first Thursday in Oct. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized, $1,000,000, issued, $500,000; par value, $50 per share; registrar of stock, Norristown Title, Trust & Safe Deposit Co.

FUNDED DEBT, $236,000.

OPERATION.—Year ending

	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Receipts from passengers...	$61,892	$63,637	$65,431	$74,808	$79,949
" other sources.....	1,071	230	1,802	3,706	4,771
" total.....	62,963	63,867	67,233	78,514	84,720
Operating expenses.....	61,371	49,862	48,568	56,667	66,306
Earnings from operation.....	1,592	14,005	18,665	21,847	18,414
Deductions from earnings.					
Interest.....			127,579	9,308	10,113
Taxes.....			11,000	7,678	3,927
Rentals.....				14,592	14,650
Other deductions.....				518	59
Net income.....			*119,914	*10,249	*10,335

*Deficit.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1897.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip...	$187,397	$194,875	$198,220	$212,370	$220,533
Other permanent invest's	567,299	460,900	479,400	611,549	
Stocks of other comp'nies					481,049
Bonds " "					100,500
Treasury bonds					30,000
Cash and current assets..		17,139	22,672	9,653	1,349
Bills receivable.....					4,142
Open accounts.....					3,424
Material and supplies....					1,249
Additions and better'mts.					9,572
Other assets.....	10,634			11,630	6,189
Profit and loss (deficit)....		100,141	111,859	18,406	28,743
Total.....	$765,330	$773,055	$812,151	$863,608	$886,750
LIABILITIES.					
Capital stock.....	$500,000	$500,000	$500,000	$500,000	$500,000
Funded debt.....	66,000	115,000	280,475	236,000	236,000
Interest on funded debt..					6,608
Loans.....					13,750
Income bonds.....					95,000
Reorganization fund.....					13,887
Accounts payable.....					5,683
Other liabilities.....	51,906	47,748	2,454	108,886	15,822
Bills payable.....	124,609	110,307	29,222	18,722	
Profit and loss (surplus)..	22,815				
Total.....	$765,330	$773,055	$812,151	$863,608	$886,750

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 5 ft. 2½ in.; 60 lb. to 80 lb. girder and T rail; 40 cars, of which 37 are motor cars and 3 trail cars; 650 H. P. generator and boiler capacity; Allis & Buckeye engines. West. and Gen. Elec. dynamos and motors, Jackson & Sharp cars.

OFFICERS.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec. & Treas. C. Aulenbach, Solicitor N. H. Larzelere, Gen. Man. Supt. & Elecn. George Hoeger, Ch. Engr. of Power Station Wm. Ridington.

DIRECTORS.—John A. Rigg, Reading, Pa.; R. N. Carson, E. J. Moore; Philadelphia; H. C. Moore, Trenton, N. J.; D. B. Shepp, N. H. Larzelere, Jno. T. Dyer.

GENERAL OFFICE, Trust Bldg., Norristown.

REFERENCES.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; operating detail, Vol. XIII, Apr., '97, p. 224; pleasure park, Vol. XIII, June, '97, p. 348; description of road, Vol. XIV, July, '98, p. 361 (ill).

Date of information, Aug., 1901. b

Norristown Passenger Railway Co.—Chartered June 23, 1884. Annual meeting, second Monday in Jan. Leased (on Jan. 1895) to and operated by Schuylkill Valley Traction Co., which company pays the interest on funded debt and an annual rental as follows: $1,000 the first year, $1,500 the second, $2,250 the third, $3,000 the fourth, $4,000 the fifth and subsequent years.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $75,000; dated 1893, due 1923; int. payable Jan. and July.

PLANT AND EQUIPMENT—Miles of track (electric), 4.25; gauge, 5 ft. 2½ in.; 45 lb. and 66 lb. girder rail.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. M. C. Aulenbach.

DIRECTORS.—John A. Rigg, Henry C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Aug., 1901. b

Citizens' Passenger Railway Co., of Norristown.—Chartered Apr., 1887. Annual meeting second Monday in Jan. Leased in Jan., 1895, to and operated by the Schuylkill Valley Traction Co., which company pays the interest on funded debt.

CAPITAL STOCK, authorized and issued, $79,520; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $80,000; dated Feb. 1, 1895, due 1925; subject to call, at 105, Feb. 1, 1905; int. payable Feb. and Aug., at office of Norristown Title, Trust & Safe Deposit Co., of Norristown, Pa., trustee of mortgage.

PLANT AND EQUIPMENT—Miles of track (electric), 6.25; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail; 8 motor cars; Curtis dynamos and motors, L. & F. cars.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. M. C. Aulenbach.

DIRECTORS.—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

REFERENCES.—Increase of bonds, Vol. XI, Mar., '95, p. 183. Increase of stock, Vol. IX, June, '93, p. 418; Vol. IX, July, '93, p. 490.

Date of information, Aug., 1901. b

Montgomery County Passenger Railway Co.—Chartered Jan. 30, 1893; road opened in 1894. This company is leased to, and operated by, the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $15,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track, 1.5; gauge, 5 ft. 2½ in.; 45 lb. girder rail.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. M. C. Aulenbach.

DIRECTORS.—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

REFERENCE.—Increase of stock, Vol. IX, Aug., '93, p. 557.

Date of information, Aug., 1901. b

Conshohocken Railway Co.—Chartered Feb. 1, 1893. This line connects Norristown with Conshohocken, extending over the Ridge Turnpike and Plymouth and White Marsh Turnpike to the Norristown borough line, through Conshohocken. The road was opened in Jan., 1895, and is operated by the Schuylkill Valley Traction Co.

CAPITAL STOCK, authorized and issued, $145,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000; dated July 1, 1894, due 1924, but subject to call at 105, July 1, 1904; int. payable Jan. and July, at office of Norristown Title, Trust & Safe Deposit Co., trustee of mortgage. These bonds are guaranteed, principal and interest, by the Schuylkill Valley Traction Co.

FRANCHISES in the borough of Conshohocken are perpetual and exclusive.

PLANT AND EQUIPMENT.—Miles of track, 5.5; gauge, 5 ft. 2½ in.; 60 lb. and 66 lb. T and girder rail.

OFFICERS.—Pres. John A. Rigg, Sec. & Treas. M. C. Aulenbach.

DIRECTORS.—John A. Rigg, H. C. Moore, H. C. Jones, N. H. Larzelere.

GENERAL OFFICE, Norristown, Pa.

Date of information, Aug., 1901.

Please note date of information at end of each report.

Collegeville Electric Railway Co.—Chartered July 30, 1897. This road is a part of the Schuylkill Valley Traction Co.'s system.

CAPITAL STOCK, authorized, $7,000, issued $2,500, par value, $50 per share.

OFFICERS.—Pres. N. H. Larzelere, Sec. & Treas. M. C. Aulenbach.

DIRECTORS.—A. G. Davids, H. C. Jones, N. H. Larzalere, J. C. Landes.

Date of information, Aug., 1901. b

NORTH ADAMS, MASS.

Population in 1880, 10,191, in 1890, 16,073, in 1900, $24,200.

Hoosac Valley Street Railway Co.—Chartered Apr. 7, 1886.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized and issued, $100,000; dated July 1. 1897, due 1917; denom. $1,000; int. payable Jan. and July, at office of New England Trust Co. of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30.

	1897.	1898.	1899.	1900.	1901.
Rec'ts from pass	$79,631	$75,215	$79,502	$92,258	$95,301
" other sources	1,697	4,027	3,272	6,253	5,501
" total	81,328	79,242	83,764	98,511	100,803
Operating expenses	50,858	54,697	55,896	64,104	72,639
Earnings from operation	30,470	24.545	27,868	34,407	28,174
Deductions from earn'gs.					
Int. on bonds	3,432	5,000	5,000	5,000	5,000
" floating debt	2,975	1,882	1,076	1,650	2,594
Taxes	287	928	1,234	3,647	4,257
Other deductions	1,963	3.533	3,348	5,818	6,840
Net income	21,814	13,202	17,210	18,292	9,482
Dividends paid, 6 p. c.	6,000	6,000	6,000	6,000	6,000
Surplus	15 814	7,202	11,210	12,292	3,482
Total surplus account	30,778	21,810	23,620	25,412	28,895

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1898.	1899.	1900.	1901.
General expenses	$ 7,701	$ 7,866	$ 9,614	$ 8,360	$11,149
Transportation exp.	29,599	29,015	29,243	37,109	41,735
Main. of way and bld'gs.	9,921	13,266	12,301	11,382	12,399
" " equipment	3,636	4,550	4,738	7,253	7,356
Total	$50,858	$54,697	$55,896	$64,104	$72,639

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1898.	1899.	1900.	1901.
Passengers carried	1,612,106	1,536,505	1,620,530	1,867,982	1,928,185
Car miles run	315,360	349,752	419,796	490,450	512,852
Total rec'pts per c. m.	$.258	$.219	$.199	$.201	$.197
Oper. exp. per c. m.	.161	.156	.133	.131	.142

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$168 589	$175,568	$179,849	$179,663	$213,192
" equipment	48,956	43,030	37,973	37,356	39,227
Other perm. invests.	24,613	35,776	37,031	39,627	45,112
Cash and cur. assets	10,651	1,767	4,458	3,457	11,054
Total	$252,809	$256,141	$259,311	$260,103	$308,586
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Floating debt	22,031	34,331	35,691	34,691	79,691
Profit and loss (sur.)	30,778	21,810	23,620	25,412	28,895
Total	$252,809	$256,141	$259,311	$260,103	$308,586

PLANT AND EQUIPMENT.—Miles of track (electric), 13.3; gauge, 4 ft. 8½ in.; 56 lb. T and 9 in. girder rail; 25 motor cars; Slater engines, Gen. Elec. dynamos and motors, Jones and Jackson & Sharp cars.

OFFICERS.—Pres. & Treas. C. Q. Richmond, V. Pres. W. W. Richmond, Sec. S. P. Thayer, Gen. Man. W. T. Nary.

DIRECTORS.—C. Q. Richmond, M. T. Reynolds, O. A. Archer, S. P. Thayer, W. W. Richmond, of North Adams.

GENERAL OFFICE, North Adams, Mass.

Date of information, Dec., 1901. b

NORTHAMPTON, MASS.

Population in 1880, 12,172, in 1890, 14,990, in 1900, 18,643.

Northampton Street Railway Co.—Chartered Feb. 26, 1873. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $25,000; dated 1888, due 1909; denom. $500; int. payable Apr. and Oct., at office of Springfield Safe Deposit & Trust Co., trustee of mortgage.

4½ p. c. coupon bonds authorized and issued, $200,000; dated June 1, 1900, due 1910; denom. $10,000; int. payable June and Dec., Ralph B. Bardwell and Erwin H. Kennedy, of Pittsfield, Mass., trustees of mortgage.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers	$92,128	$89,466	$100,052	$104,293	$130,431
" other sources	2,958	2,860	3,032	2,950	2,998
" total	95,086	92,326	103,084	107,243	133,429
Operating expenses	57,249	57,632	61,945	67,625	88,096
Earnings from operation	37,837	34,693	41,139	39,618	45,333
Deduct. from earnings.					
Interest charges	3,174	3,781	2,689	4,077	8,875
Taxes	4,801	5,838	6,458	9,445	9,396
Other deductions	5,550		396		
Net income	24,311	25,074	31,596	26,096	27,062
Dividends	27,100	24,000	24,000	24,000	24,000
To surplus account	*2,689	1,074	7,596	2,096	3,062
Total surplus acct (def.)	20,874	21,948	29,545	31,341	34,403
Per cent. op. exp. to total receipts	60.2	62.0	60.0	63.0	66.0

*Deficit.

DIVIDENDS, in 1893, 8 p. c.; in 1894, 10 p. c.; in 1895, 10 p. c.; in 1896, 10 p. c.; in 1897, 9 p. c.; in 1898, 1899, 1900 and 1901, 8 p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$8,658	$7,798	$7,162	$7,847	$8,834
Main. of way and bldgs.	7,901	9,547	9,332	7,156	54,032
Mainten'e of equipment	6,300	6,690	6,881	7,929	12,838
Transportation expenses	34,390	33,597	38,570	44,693	12,392
Total	$57,249	$57,632	$61,945	$67,625	$88,096

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	1,858,014	1,812,627	2,021,087	2,085,068	2,624,703
Car miles run	465,921	487,639	522,298	583,287	773,782
Tot. rec. per car mile.	$.204	$.189	$.197	$.184	$.172
Op. exp. per car mile.	.123	.118	.118	.116	.114

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$211,251	$229,750	$229.630	$341,873	$380,257
" equipment	82,702	83,596	84,757	113,416	152,673
Other perm. invests.	78,298	79.929	88,664	112,617	146,469
Cash and current assets	5.989	8,039	9,860	2,075	11,634
Material and supplies	1,634	1.634	1,634	1.359	1,359
Other assets					2,011
Total	$379,874	$402,948	$414,545	$571,340	$694,403
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	25,000	25,000	25,000	225,000	225,000
Unfunded debt	34,000	56,000	60,000	15,000	135,000
Profit and loss (surp)	20,874	21,948	29,545	31,340	34,403
Total	$379,874	$402,948	$414,545	$571,340	$694,403

PLANT AND EQUIPMENT.—Miles of track (electric), 26.3; gauge, 4 ft. 8½ in.; 58 lb. T rail, 42 motor cars and 2 snow plows; 1200 H.P. station plant, Hamilton-Corliss engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Jones and Wason cars, Bemis trucks.

OFFICERS.—Pres. J. Olmsted, V. Pres. & Treas. Newrie D. Winter, Sec. H. P. Field, Supt. & Pur. Agt. E. C. Clark, Jr.

DIRECTORS.—J. Olmsted, N. D. Winter, G. W. Cook, J. C. Hammond, H. A. Tyler, J. A. Sullivan, F. H. Goldthwait.

GENERAL OFFICE, Northampton, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 419.

Date of information, Jan., 1902. z

Northampton & Amherst Street Railway Co.—State charter and municipal franchises granted in 1898, in perpetuity. Annual meeting in Oct. This company commenced operation of the road Jan. 22, 1900, in the towns of Northampton, Hadley, Hatfield and Amherst.

CAPITAL STOCK, authorized and issued, $180,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $160,000; dated Sept. 1, 1900, due 1920; denom. $1,000; subject to call at 105 on and after 1910; int. payable Apr. and Sept., at office of Old Colony Trust Co., trustee of mortgage.

OPERATION.—Period from Jan. 22 to Sept. 30, Year endg. Sept. 30,

	1900.	1901.
Gross receipts	$20,444	43,510
Operating expenses	15,809	37,731
Earnings	4,635	5,779
Interest	2,180	3,928
Taxes		1,541
Net income	2,455	309
Total surplus		2,765

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 4,112
Transportation expenses	24,732
Maintenance of way and buildings	2,998
" " equipment	5,890
Total	$37,731

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	867,431
Car miles run	211,871
Gross receipts per car mile	$.205
Operating expenses per car mile	.178

BALANCE SHEET.—Dated Sept. 30,

	1900.	1901.
ASSETS.		
Cost of road	$160,614	$262,272
" equipment	40,618	51,609
Other permanent investments	23,075	26,369
Cash and current assets	2,613	2,208
Materials and supplies	3,539	3,973
Total	$230,459	$346,430
LIABILITIES.		
Capital stock	$ 80,000	$180,000
Funded debt	60,000	160,000
Loans and notes	87,266	
Current liabilities	356	3,665
Accrued "	382	
Profit and loss (surplus)	2,455	2,765
Total	$230,459	$346,430

PLANT AND EQUIPMENT.—Miles of track (electric), 14.53; gauge, 4 ft. 8½ in.; 60 lb. T rail; 15 motor cars, 3 work cars; 2 snow plows; West. 300 K. W. generator, 400 H. P. station plant; Hartford engine, West. dynamos and motors, Wason cars, Bemis trucks.

OFFICERS.—Pres. Frederick S. Coolidge, V. Pres. B. E. Cook, Sec. & Treas. C. W. Wyman, Gen. Man. Crosby & Coolidge, Asst. Supt. W. F. Carty, Ch. Engr. Chas. Nichols, Elecn. Emery Damon.

DIRECTORS.—F. S. Coolidge, M. A. Coolidge, Fitchburg; B. E. Cook, Jr., H. L. Williams, C. K. Graves, Northampton; C. W. Wyman, E. C. Crosby, Brattleboro, Vt.

GENERAL OFFICE, 102 Main St., Northampton, Mass.

POWER STATION, Hadley, Mass.

Date of information, Jan., 1902. z

NORTHAMPTON, PA.

Population in 1900, 1,522.

Northampton Central Street Railway Co.—Chartered Mar. 3, 1899. This road is operated by the Lehigh Valley Traction Co.

BALANCE SHEET.—Dated June 30, 1901

Assets.		Liabilities.	
Cost of road	$88,815	Capital stock	$72,000
" equipment	665	Current liabilities, accts. payable	17,480
Total	$89,480	Total	$89,480

OFFICERS.—Pres. W. Hinckley Smith, Sec. E. B. Maltby, Treas. A. D. Chidsey.

DIRECTORS.—J. S. Rodenbough, Easton, Pa.; J. V. Bull, Easton, Pa.; S. H. Hackett, Easton, Pa.; Samuel Harris, Allentown, Pa.

Date of information, Aug., 1901. b

NORTH ATTLEBOROUGH, MASS.

Population of in 1880, 6,727, in 1890, 4,603, in 1900, 7,036.

Interstate Consolidated Street Railway Co.—Chartered Apr. 12, 1895, as a consolidation of the Attleborough, North Attleborough & Wrentham Street Ry. Co. and the Interstate Street Ry. Co., of Providence, R. I. Annual meeting fourth Wednesday in Jan. This company is now controlled by the United Traction & Electric Co., of Providence, R. I.

CAPITAL STOCK, authorized and issued, $380,000; par value, $100 per share.

FUNDED DEBT.—Ten year 4 p. c. coupon notes, $150,000, dated Apr. 28, 1897, due 1907.

OPERATION.—Year ending Sept. 30,

	1897	1898.	1899.	1900.	1901,
Receipts from pass	$125,574	$134,714	$151,031	$174,055	$173,084
" other sources.	1,740	849	1,517	1,977	1,617
" total	127,315	135,563	152,548	176,032	174,701
Operating expenses	89,243	92,583	127,332	112,347	119,275
Earnings from oper	38,071	42,980	25,216	63,685	55,426
Deduc. from earnings.					
Int. on fund. debt.	2,500	6,000	6,000	6,000	6,000
" " float. debt.	7,200	3,780	2,640	6,510	7,800
Taxes	22	1,457	7,958	9,691	10,183
Net income	27,449	31,743	8,618	41,483	31,442
Dividends paid	18,000	22,800	22,800	22,800	
To surplus account	9,449	8,943	*14,182	18,683	31,442
Total surplus account	*112,780	*47,475	21,023	35,231	66,673

*Deficit.

DIVIDENDS.—In 1895, 8 p. c.; in 1896, 2½ p. c.; in 1897, 6 p. c. on $300,000; in 1898, 1899 and 1900, 6 p. c. on $380,000, 1901, none paid.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$12,936	$14,207	$14,193	$15,250	$15,355
Maint of way and bldgs	11,307	12,392	35,378	11,788	14,235
" " equipm't.	7,543	8,524	10,486	11,372	10,906
Transportation expenses	57,453	57,460	67,275	73,937	78,779
Total	$89,243	$92,583	$127,332	$112,347	$119,275

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Passengers carried	2,502,803	2,589,797	3,024,178	3,477,355	3,455,105
Car miles run	664,820	660,306	656,889	693,171	722,720
Tot. rcpts. p car mile	$.191	$.205	$.232	$.254	$.243
Op. exp p car mile	.134	.140	.193	.162	.165

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$307,601	$308,071	$522,617	$525,552	$560,002
" equipment	114 720	114,220	147,624	155,487	162,703
Real estate	36,549	36,549	36,549	36,549	36,549
Cash	15,431	23,719	12,438	16,480	21,030
Bills and accts. rec'ble.	139				
Other assets		218	301		
Profit and loss (deficit)	112,780	103,310			
Total	$587,221	$586,087	$719,529	$734,068	$780,284
LIABILITIES.					
Capital stock	$380,000	$380,000	$380,000	$380,000	$380,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Current liabilities	53,073	52,819	163,998	165,417	180,328
Accrued "			2,470	2,964	3,283
Special funds	4,148	3,268	2,038	456	
Profit and loss (surp.)			21,023	35,231	66,673
Total	$587,221	$586,087	$719,529	$734,068	$780,284

PLANT AND EQUIPMENT.—Miles of track (electric), 26.14; gauge, 4 ft. 8½ in.; 50 lb. T. rail; 49 motor cars; Gen. Elec. dynamos and motors, Briggs, Laconia and Jones cars.

OFFICERS.—Pres. Marsden J. Perry, Sec. & Treas. Everard Holmes, Supt. Raymond R. Smith.

DIRECTORS.—Marsden J. Perry, Edw. R. Price, D. A. Peirce, F. H. Peckham, Jr., C. L. Watson.

GENERAL OFFICE, Providence, R. I.

Date of information, Feb., 1902. z

NORTHBRIDGE, MASS.

Population in 1880, 4,053, in 1890 4,603, in 1900 7,036.

Linwood Street Railway Co.—Chartered Oct. 27, 1899, and commenced operating an electric road in Northbridge Jan. 1, 1900.

CAPITAL STOCK, authorized and issued, $12,000; par value, $100 per share.

OPERATION.—	9 mos. ending Sept. 30, 1900.	Year ending Sept. 30, 1901.
Gross receipts	$7,954	$9,994
Operating expenses	7,638	8,941
Earnings from operation	316	1,053
Taxes	353	394
Net income	*36	659
Dividends		960
Surplus		*301

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$ 2,972	$ 5,448
" equipment	8,861	9,161
Accounts receivable	846	
Materials and supplies	269	269
Cash		79
Profit and loss (deficit)	36	338
Total	$12,984	$15,295
LIABILITIES.		
Capital stock	$12,000	$12,000
Accounts payable	825	200
Current liabilities	159	3,095
Total	$12,984	$15,295

PLANT AND EQUIPMENT.—Miles of track, (electric), 1.77; gauge, 4 ft. 8½ in.; 60 lb. rail; 3 motor cars; Gen. Elec. generators and motors.

OFFICERS.—Pres. Cyrus A. Taft, V. Pres. G. Marston Whitin, Sec. & Treas. Josiah M. Lasell, Supt. George Wilmot, Whitinsville.

DIRECTORS. — Cyrus A. Taft, G. Marston Whitin, Josiah M. Lasell, Chester W. Lasell William L. Taft. Whitinsville.

GENERAL OFFICE, Whitinsville, Mass.

Date of information, Dec., 1901. b

NORTH WOBURN, MASS.

Population in 1880, 10,931, in 1890, 13,499, in 1900,

North Woburn Street Railroad Co.—On May 6, 1901, this company was consolidated with the Lynn & Boston R. R. Co., which is now a part of the Boston & Northern Street Ry. systems. The capital stock of these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized, $200,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	Period ending May 6, 1901.
Gross receipts	$36,294	$40,838	$44,763	$50,172	$27,934
Operating expenses	27,330	28,601	32,251	25,948	15,941
Earnings from operation.	8,964	12,237	12,512	24,224	11,993
Deductions from earn'gs.	7,091	7,396	8,223	9,036	3,847
Surplus	*1,873	*4,841	4,289	15,188	8,146
Total surplus	*12,976	*8,135	*5,648	1,709	856

*Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1897.	1898.	1899.	1900.	Period ending May 6, 1901.
Passengers carried	727,215	809,869	888,198	999,480	554,092
Car miles run	185,725	189,073	187,503	201,185	120,868
Gross receipts per c. m.	$.195	$.216	$.239	$.249	$.231
Oper. expenses per c. m.	.147	.151	.172	.129	.132

BALANCE SHEET—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$150,526	$150,958	$173,676	$186,856	$186,853
" equipment	27,735	28,963	29,067	31,497	31,497
Other perm. invests.	11,713	13,141	13,141	13,141	13,141
Cash and cur. assets	2,900	5,564	2,020	3,312	1,050
Other assets	96	1,549	375	511	3,510
Profit and loss (dft.)	12,976	8,135	5,648		
Total	$205,946	$208,310	$223,927	$235,317	$236,051
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Floating debt	105,946	108,310	122,036	132,608	106,950
Accrued liabilities			1,891	1,000	428
Bills and accts. pay.					27,817
Profit & loss(surplus)				1,709	856
Total	$205,946	$208,310	$223,927	$235,317	$236,051

PLANT AND EQUIPMENT.—Miles of track (electric), 8.14; gauge, 4 ft. 8½ in.; 35 lb. and 48 lb. tram and T rail; 11 motor cars and 7 horse cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. P. F. Sullivan, V. Pres. & Gen. Man. Elwin C. Foster, Sec. E. L. Stone, Treas. Charles Williams, Supt. John S. Brackett.

DIRECTORS.—E. C. Foster, Lynn, Mass.; G. F. Jones, Woburn, Mass.; Patrick F. Sullivan, Lowell; Joseph H. Goodspeed, Boston; Charles Williams, Wakefield, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; operating detail, Vol. XIV., Sept., '98, p. 482; operating detail, Vol. XIV., Sept., '98, p. 489.

Date of information, Feb., 1902. z

NORTON, MASS.

Population in 1900, 1,826.

Norton & Taunton Street Railway Co.—This company commenced operation Aug. 27, 1898. On Aug. 1, 1899, the Mansfield & Norton, Norton & Attleboro, and the Mansfield & Easton St. Ry. Cos. were consolidated with this company.

CAPITAL STOCK, authorized and issued, $297,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued $296,000; dated June 6, 1900, due May 1, 1920; denom. $1,000; int. payable May and Nov.

OPERATION.—Year ending Sept. 30, 1899, including the consolidated companies from Aug. 1 to Sept. 30

	1899.	1900.	1901.
Total receipts	$22,493	$49,059	$51,341
Operating expenses	22,687	41,021	40,843
Earnings from operation	*194	8,038	10,498
Deductions from earnings.			
Interest	6,790	13,310	15,249
Taxes	1,257	2,722	1,528
Deficit	8,241	7,994	*6,280
Amount of surplus Sept. 30, 1898	70		
Amount of deficit Sept. 30, 1899	8,171		
Amount of deficits of consolidating roads	6,660		
Total deficit	14,831	1,546	7,826

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 3,093
Transportation expenses	30,865
Maintenance of way and buildings	2,102
" " equipment	4,782
Total	$40,843

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	1,067,681
Car miles run	374,309
Total receipts per car mile	$.137
Operating expenses per car mile	.109

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$514,034	$468,488	$469,158
Cost of equipment	68,300	55,768	55,767
Cost of land and buildings	84,566	69,336	69,636
Cash	1,019	5,749	711
Miscellaneous assets	1,780	1,881	2,623
Profit and loss (deficit)	14,831	1,546	7,826
Total	$684,430	$602,768	$605,721
LIABILITIES.			
Capital stock	$260,000	$297,000	$297,000
Funded debt	240,000	296,000	296,000
Current liabilities	180,341	7,478	11,702
Accrued liabilities	4,089	2,290	1,019
Total	$684,430	$602,768	$605,721

PLANT AND EQUIPMENT.—Miles of track (electric), 30.23; gauge, 4 ft. 8½ in.; 56 lb. T rail; 18 motor cars; 4 snow plows; Walker dynamos and motors, Brigg cars.

OFFICERS.—Pres. Daniel Coolidge, V. Pres. Geo. L. Wetherell, Treas. Andrew H. Sweet, Sec. E. D. Hewins, Supt. A. R. Hallowell, Norton; Ch. Engr. C. E. Bibber.

DIRECTORS.—David E. Harding, L. K. Wilbur, G. L. Wetherell, F. P. Barney, A. H. Sweet, Daniel Coolidge, Jas. A. Stiles.

GENERAL OFFICE, Norton, Mass.

Date of information, Dec., 1901. b

NORWALK, CONN.

Population in 1880, 13,956, in 1890, 17,747, in 1900, 19,932.

Norwalk Street Railway Co.—Chartered May 1862, as the Norwalk Horse R. R. Co. The capital stock of this company is now controlled by the Connecticut Ry. & Lighting Co. All the bonds of the company have been called for redemption, and the first and refunding mortgage bonds of the Connecticut Ry. & Lighting Co. are a first mortgage on the company's property.

CAPITAL STOCK, authorized, $500,000, issued, $100,000; par value, $25 per share.

Please note date of information at end of each report.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $200,000, issued, $110,000; dated July 1, 1894, due 1919; int. payable Jan. and July.

OPERATION.—Year ending	Sept. 30, 1897.	9 mos. end. June 30, 1898.	Year ending —June 30,— 1899.	1900.	6 months ending Dec. 31, 1900.
Total receipts	$50,834	$36,430	$49,738	$55,098	$27,934
Operating expenses	34,419	25,298	29,047	27,573	13,749
Earnings from oper	16,414	11,132	20,691	27,525	14,185
Deduct. from earnings.					
Interest	8,474	4,402	8,680	8,841	4,454
Taxes	1,940	2,230	2,255	3,710	1,060
Net income	6,000	4,500	9,756	14,974	8,671
Dividends paid	6,000	4,500	4,500		
To surplus account			5,256	14,974	

DIVIDENDS, in 1895, 6 p. c.; in 1896, 7½ p. c.; in 1897 and 1898, 6 p. c.; in 1899, 4½ p. c.

STATISTICS OF TRAFFIC.

Year ending	Sept. 30, 1897.	9 mos. end. June 30, 1898.	Year ending —June 30,— 1899.	1900.	6 months ending Dec. 31, 1900.
Passengers carried	1,042,714	748,842	1,020,886	1,119,392	545,038
Car miles run	241,570	167,592	223,916	225,152	112,540
Tot. rects. per car mlie	$.210	$.217	$.222	$.244	$.248
Op. exp. per car mile..	.142	.151	.129	.122	.122

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	June 30, 1898.	—June 30,— 1899.	1900.	Dec. 31, 1900.
Cost of road	$169,791	$175,204	$176,011	$176,161	$270,153
" equipment	60,229	60,458	60,458	60,494	
Real estate and bldgs..	32,080	32,080	32,080	32,276	
Accounts receivable...				23,936	32,586
Cash assets	569	779	7,548	1,165	1,365
Other assets	125	125	1,206	4,790	6,969
Total	$262,794	$268,646	$277,303	$298,822	$311,073
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	110,000	110,000	110,000	110,000	110,000
Unfunded debt	38,000	40,200	43,601	42,000	42,000
Depreciation account..	6,912	8,742	8,742	8,742	8,742
Accident insurance fund	7,882	9,704	9,704	9,704	10,024
Accrued liabilities				8,145	11,405
Profit and loss (surplus)			5,256	20,231	28,902
Total	$262,794	$268,646	$277,303	$298,822	$311,073

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 20 motor cars and 1 trail car; Gen. Elec. dynamos and motors, Trimble and Stephenson cars.

OFFICERS.—See Connecticut Ry. & Lighting Co., Bridgeport, Conn.

GENERAL OFFICE, Norwalk, Conn.

REFERENCE.—Operating detail (brief.) Vol. XII, Sept., '96, p. 545.

Date of information, Dec., 1901. b

Norwalk Tramway Co.—Chartered May 6, 1889, in perpetuity. Annual meeting first Wednesday in Nov. The capital stock of this company is now controlled by the Connecticut Ry. & Lighting Co. All the bonds have been called for redemption, and the first and refunding mortgage bonds of the Connecticut Ry. & Lighting Co. are a first mortgage on the company's property.

CAPITAL STOCK, authorized, $850,000, issued, $287,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $850,000, issued, $392,000; coupon. but may be registered; dated Sept. 1, 1893, due 1923, but redeemable at 104 and int. at one month's notice; denom. $1,000; int. payable Mar. and Sept., at office of Atlantic Trust Co., of New York, trustee of mortgage.

NOTE.—About five miles of track were built during 1896, the cost of which was included in the stock and bonds given above, but only three months of the earnings of this new line are given for 1896.

OPERATION.—Year ending	Sept. 30, 1897.	9 mos.end. June 30, 1898.	Year ending —June 30,— 1899.	1900.	6 mos.end Dec. 31, 1900.
Total receipts	$60,670	$36,791	$69,316	$72,230	$46,220
Operating expenses	39,868	28,988	43,693	45,852	25,383
Earn. from operation	20,801	7,803	25,623	26,378	20,837
Deductions from earnings.					
Interest	16,525	9,688	19,706	19,812	9,915
Taxes	3,486	3,590	3,697	3,778	2,403
Net income	790	*5,475	2,220	2,788	8,519

* Deficit.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	9 mos. end. June 30, 1898.	Year ending —June 30,— 1899.	1900.	6 mos.end. Dec. 31, 1900.
Passengers carried	1,370,495	816,113	1,535,601	1,577,002	988,888
Car miles run	414,530	302,608	451,761	463,490	244,999
Tot.rcpts. per car mile	$.146	$.122	$.153	$.151	$.189
Op. ex. per car mile..	.096	.096	.096	.099	.104

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	—June 30,— 1898.	1899.	1900.	Dec. 31, 1900.
Cost of road and equip.	$674,097	$678,732	$691,033	$693,853	$695,618
Cash assets	1,720	1,602	2,035	1,508	2,614
Real estate	3,125	2,625	2,625		266
Accounts receivable	2,223	1,293	1,598	2,343	1,234
Materials on hand	1,312	896	3,120	1,530	
Advance ins. premiums.	1,541	197	378	326	634
Other assets	868	5,071	4,528	3,303	8,326
Total	$684,386	$690,416	$702,692	$702,863	$708,692
LIABILITIES.					
Capital stock	$287,000	$287,000	$287,000	$287,000	$287,000
Funded debt	375,000	383,000	392,000	392,000	399,000
Accounts payable	4,880	5,335	5,107	5,025	4,070
Accrued interest	1,668	6,465	6,628	7,020	6,708
Other liabilities	5,451	8,191	11,455	10,751	2,650
Profit and loss (surp)	10,387	425	502	1,067	9,264
Total	$684,386	$690,416	$702,692	$702,863	$708,692

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 48 lb. 58 lb. and 70 lb. T rail; 25 motor cars; 600 H. P. station plant. McI. & S. engines, Gen. Elec. dynamos and motors, Briggs and St. Louis cars, Bemis and McGuire trucks.

OFFICERS.—See Connecticut Ry. & Lighting Co., Bridgeport, Conn.

GENERAL OFFICE, 40 South Main St., South Norwalk.

Date of information, Dec., 1901. b

NORWAY, ME.

Population in 1890, 1,737, in 1900, 2,034.

Norway & Paris Street Railway Co.—Chartered Dec., 1894. Annual meeting third Wednesday in Aug. This company commenced operation July 1, 1895.

CAPITAL STOCK, authorized and issued, $25,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $18,000; due Jan. 1, 1916; denom. $1,000; trustee of mortgage, Union Safe Deposit & Trust Co., of Portland, Me.

OPERATION.—Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Gross receipts	$7,948	$7,482	$5,961	$6,455	$5,459
Operating expenses	6,787	5,785	5,930	5,391	4,924
Earnings from operation	1,161	1,697	31	1,064	535
Deductions from earnings.					
Advances contractor					
Interest on bonds		900	900	905	900
Taxes		65	74	70	54
Net income		732	*943	89	*419
Dividends paid	1,000				
To surplus account	161	732			
Total surplus account	635	1,369	426	515	105

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	185,531	172,831	120,632	143,235	110,064
Car miles run	60,540	48,620	46,490	52,308	45,091
Gross receipts per car mile..	$.131	$.154	$.128	$.104	$.121
Op. ex. per car mile	.112	.117	.127	.103	.108

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$43,000	$43,000	$43,000	$43,000	$43,000
Cash and current assets..	731	819	40	170	32
Material and supplies	357	244	354	470	1,402
Other assets	562	597	768	952	
Total	$44,650	$44,660	$44,162	$44,592	$44,434
LIABILITIES.					
Capital stock	$25,000	$25,000	$25,000	$25,000	$25,000
Funded debt	18,000	18,000	18,000	18,000	18,000
Other liabilities	1,015	291	736	1,077	1,329
Profit and loss (surplus).	635	1,369	426	515	105
Total	$44,650	$44,660	$44,162	$44,592	$44,434

PLANT AND EQUIPMENT.—Miles of track (electric), 2.17; 5 motor cars; rent power.

OFFICERS.—Pres. Freeland Howe, Sec. J. F. Hill, Treas. H. L. Shepherd, Supt. W. J. Jones, Pur. Agt. Geo. E. Macomber.

DIRECTORS.—Freeland Howe, Elizabeth B. Beal, Norway; O. D. Baker, John F. Hill, Geo. E. Macomber, J. Manchester Haynes, Augusta; H. L. Shepherd, Rockport.

GENERAL OFFICE, Norway, Me.

Date of information, Oct., 1901. b

NORWICH, CONN.

Population in 1880, 15,112, in 1890, 16,159, in 1900, 17,251.

Norwich Street Railway Co.—Chartered 1864. Annual meeting last Wednesday in July.

CAPITAL STOCK, authorized, $600,000, issued, $250,000; par value, $100 per share. Dividends, 5 p. c. per annum, payable Jan. and July, at American Loan & Trust Co., of Boston.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $350,000; coupon, but may be registered; dated Oct. 1, 1893, due 1923; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Sept. 30, (—June 30,—)

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.....	$78,157	$74,937	$76,678	$83,501	$94 538
" other sources...	1,346	1,170	967	941	1,840
" total.....	79,502	76,107	77,645	84,442	95,378
Operating expenses.....	53,184	52,091	52,974	55,024	58,087
Earnings from operation	26,318	24,016	24,671	29,418	38,292
Deductions from earnings.					
Interest on bonds....	13,250	13,250	13,250	14,563	15,460
Int. on floating debt.		679	597		910
Taxes.....	4,500	4,525	4,725	4,800	4,800
Net income.....	8,568	5,562	6,099	10,055	17,121
Dividends paid.....	12,500	5,000	5,000	5,000	8,750
Loss on sale of park....,					5,943
To surplus account.....	*3,932	562	1,099	5,055	2,428
Total surplus account....	12,629	13,191	7,544	12,167	14,595
P.c. op.exp. to total rects.	66.8	68.4	68.2	65.1	60.3

* Deficit.

DIVIDENDS, in 1895, 1896 and 1897, 5 p. c.; in 1898, 1899 and 1900, 2 p. c.; in 1901, 3½ p. c.

STATISTICS OF TRAFFIC.

Year ending Sept. 30, (—June 30,—)

	1897.	1898.	1899.	1900.	1901.
Pass. carried ...	1,852,872	1,777,735	1,821,115	1,943,084	2,149,866
Car miles run...	296,785	297,380	295,083	324,974	362,505
Tot. rec. per c.m.	$.268	$.256	$.263	$.260	$.266
Op. ex. per c. m.	.179	.175	.179	.170	.150

BALANCE SHEET.—Dated Sept. 30, (—June 30,—)

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$411,264	$411,747	$417,491	$431,158	$509,628
" equipment..	93,208	94,256	94,293	98,367	114,436
Other per. invest...	10,000	36,615	35,966	35,966	24,290
Real estate.....	23,290				
Accounts receivable	1,046	885	701	427	390
Cash on hand.....	1,398	142	3,107	9,772	3,789
Other assets.....	12,797		250	250	
Total.....	$553,003	$543,645	$551,808	$575,940	$651,533
LIABILITIES.					
Capital stock.....	$250,000	$250,000	$250,000	$250,000	$250,000
Funded debt.....	265,000	265,000	265,000	300,000	350,000
Unfunded debt.....	23,000		17,000		16,000
Accounts payable..	1,760	18,437	8,952	9,483	16,563
Other liabilities....	13,243		3,312	4,290	4,375
Profit & loss (surp.).		10,208	7,544	12,167	14,595
Total.....	$553,003	$543,645	$551,808	$575,940	$651,533

PLANT AND EQUIPMENT.—Miles of track (electric), 12.46; gauge. 4 ft. 8½ in.; 48 lb. to 60 lb. T and 90 lb. girder rail; 2 horse cars, 35 motor cars and 2 trail cars; Greene engines, Gen. Elec. dynamos and motors, Newburyport cars, Bemis, Peckham and Brill trucks.

OFFICERS.—Pres. Billings P. Learned, Sec. Supt. & Pur. Agt. W. L. Adams, Treas. W. A. Tucker, Elecn. H. Myers.

DIRECTORS.—Billings P. Learned, Costello Lippitt, W. A. Tucker, W. A. Briscoe, Walter C. Noyes, S. B. Meech, Asa Backus.

GENERAL OFFICE, Norwich, Conn. Treasurer's office, 53 State St., Boston.

Date of information, Jan., 1902. z

NORWOOD, MASS.

Population in 188c 2,345, in 1890, 3,733, in 1900, 5,480.

Norwood, Canton & Sharon Street Railway Co.—Chartered Mar. 15, 1900, to build an electric railway in Westwood, Norwood, Canton and Sharon. The road commenced operation Sept. 1, 1901.

CAPITAL STOCK, authorized and issued, $62,500; par value, $100 per share.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.15; 4 cars.

OFFICERS.—Pres. William O. Faxon, Sec. Thomas E. Clary, Treas. John F. Perry, Supt. Dennis G. Frayers.

DIRECTORS.—William O. Faxon, Stoughton; Thomas E. Clary, Norwood; John F. Perry, Henry N. Bates, Hyde Park; Albert B. Stearns, Jamaica Plains; T. D. Tooker, C. A. Noyes.

GENERAL OFFICE, Sharon, Mass.

Date of information, Dec., 1901. b

NYACK, N. Y.

Population in 1900 (8 villages) 15,500.

Rockland County Traction Co.—This company is the successor to the Nyack Traction Co., which was chartered Jan. 1, 1895, and reorganized in Sept., 1900, to construct an electric railway from Sparkill to Upper Nyack. Annual meeting first Tuesday after first Monday in Sept. The company expects to commence operation by June 1, 1902.

CAPITAL STOCK, authorized and issued, $300,000.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 30; 70 lb. rail.

OFFICERS.—Pres. C. W. Reeve, 150 Nassau St., New York; V. Pres. J. W. Daley, Nyack, N. Y.; Sec. & Treas. E. D. Harris, 150 Nassau St., New York.

DIRECTORS.—C. W. Reeve, J. W. Daley, E. D. Harris, F. Stillwell, Geo. F. Carpenter, Geo. M. Carpenter, Samuel Osborn, Wm. P. Banigan, J. C. Reynolds.

GENERAL OFFICE, Nyack, Rockland Co., N. Y.

Date of information, Mar., 1902. z

OAKLAND, CAL.

Population in 1880, 34,555, in 1890, 48,682, in 1900, 66,690.

Oakland Transit Co.—Chartered in Mar., 1898. This is a consolidation of the Oakland Consolidated Street Ry. Co., the Central Avenue Ry. Co., the Alameda, Oakland & Piedmont Electric R. R. Co., the Piedmont & Mountain View Ry. Co., the East Oakland Street Ry. Co., the California Ry. and the Highland Park & Fruitvale Railroad. On Feb. 20, 1901, this company purchased a controlling interest in the Oakland R. R. Co., and also controls Oakland San Leandro & Haywards Elec. Ry.

CAPITAL STOCK, authorized, $5,000,000, issued, $4,839,000.

FUNDED DEBT, authorized, $1,400,000.

The underlying bonds of the constituent companies amounted to $891,000, but these have all been retired with the exception of $51,000, to retire which a sufficient amount of Oakland Transit Co.'s bonds are held in escrow.

PLANT AND EQUIPMENT.—Miles of track (electric), 80; gauge, 3 ft. 6 in., and 4 ft. 8½ in.; 40 lb. and 60 lb. T and girder rail; 123 cars, of which 82 are motor cars, 17 grip cars, 9 trail cars, and 15 freight cars; Corliss, Buckeye and Ball engines, Gen. Elec. Bullock & Walker dynamos and motors; Ingler & Atkinson, Carter Bros., Pullman, Hammond, and Stockton cars.

OFFICERS.—Pres. E. A. Heron, V. Pres. W. H. Martin, Sec. F. W. Frost, Treas. F. C. Havens, Gen. Man. W. F. Kelly, Supt. J. P. Potter, Pur. Agt. J. C. Winans, (San Francisco,) Ch. Engr. & Elecn. John Q. Brown, Ch. Engr. Power Station, F. W. Nelson.

DIRECTORS.—E. A. Heron, W. H. Martin, F. C. Havens, W. F. Kelly, J. C. Winans, Samuel J. Taylor, F. M. Smith.

GENERAL OFFICE, 510 12th St., Oakland, Cal.

REFERENCES.—OAKLAND CONSOLIDATED STREET RY. CO.—Description of road, Vol. IX, July, '93, p. 454, (ill.) PIEDMONT & MOUNTAIN VIEW RY. CO.—Description of road, Vol. IX, July, '93, p. 457; description of const., Vol. VI, Dec., '90, p. 583 (ill.); receivership, Vol. IX, Dec., '93, p. 841. EAST OAKLAND STREET RY. CO.—Short description of road, Vol. IX, July, '93, p. 461. HIGHLAND PARK & FRUIT VALE R. R.—Description of road, Vol. IX, July, '93, p. 458 (ill.); operating detail, Vol. XII, Sept. '96, p. 528 (ill.).

Date of information, Nov., 1901. d

Oakland, San Leandro & Haywards Railway. Consolidated.—Chartered May 8, 1894, for 50 years. Annual meeting third Saturday in July. This is a consolidation (May 8, 1894), of the Oakland, San Leandro & Haywards Electric Ry. and the Twenty-third Avenue Electric Ry. This road is controlled by the Oakland Transit Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $900,000, paid in, $237,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Mar. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at Union National Bank of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco.

Twenty-third Ave. Electric Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $250,000; dated March 15, 1893, due Mar. 1, 1923; denom. $1,000; int. payable Mar. 15 and Sept. 15, at

the Union National Bank, of Oakland, or elsewhere, as the holder and company may agree; trustee of mortgage, California Title & Trust Co., of San Francisco. These bonds are guaranteed by the Oakland, San Leandro & Haywards Electric Ry. Co.

PLANT AND EQUIPMENT.—Miles of track, 28.89; operated by electricity, 27.18, by horses, 1.7; gauge, 3 ft. 6 in.; 35 lb. and 45 lb. girder and T rail; 39 cars, of which 2 are horse cars, 31 motor cars and 6 trail cars; Ball and McI. & S. engines, Heine boilers, Gen. Elec. and West. dynamos and motors, Carter cars, Brill trucks.

OFFICERS.—Same as Oakland Transit Co. Supt. S. B. McLenegan.

DIRECTORS.—H. W. Meek, Wm. J. Landers, E. B. Stone, W. E. Meek and A. L. Stone.

GENERAL OFFICE, 406 13th St., Oakland, Cal.

POWER STATION, Elmshurst, Cal.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 459 (ill.); description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Feb., 1901. z

Oakland Railroad Co.—Chartered Jan. 27, 1888. This road was formerly a cable road but has been reconstructed for electric operation throughout. On Feb. 20, 1901, control of this company was purchased by the Oakland Transit Co.

CAPITAL STOCK, authorized, $2,500,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, issued, $125,000; due, 1903.

PLANT AND EQUIPMENT.—Miles of track, (electric), 23; gauge, 4 ft. 8½ in.; 70 lb. girder rail; 40 motor cars; Gen. Elec. dynamos and West. motors.

OFFICERS.—V. Pres. H. E. Huntington, Sec. J. R. Folsom, Supt. Milton M. Martin, Ch. Engr. L. D. Norton.

SECRETARY'S OFFICE, Crocker Bldg., San Francisco, Cal.

REFERENCE.—Description of road, Vol. IX, July, '93, p. 456 (ill.).

Date of information, Feb., 1901. z

OCEAN CITY, N. J.

Ocean City Electric Railroad Co.—In Dec., 1900, this property was acquired by Henry D. Moore.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, $75,000.

OPERATION.—Year ending Dec. 31, 1901.

Total receipts	$12,071
Operating expenses	12,328
Deficit from operation	257

PLANT AND EQUIPMENT.—Miles of track, 7; 11 motor cars; 300 H. P. generators.

OFFICERS.—Pres. Wm. G. Moore, Treas. Wm. D. Sherrerd.

GENERAL OFFICE, 850 Asbury Ave., Ocean City, N. J.

Date of information, Feb., 1902. b

OGDEN, UTAH.

Population in 1880, 6,069, in 1890, 14,889, in 1895, 15,828, in 1900, 17,530.

Ogden Rapid Transit Co.—Chartered May, 1900, for 25 years as a reorganization of the Ogden Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 30 lb. steel T rail; 10 motor cars and 4 trail cars; 1 dummy engine; Fraser & Chalmers engines, Edison generators, Gen. Elec. and West. motors, Barney & Smith cars.

OFFICERS.—Pres. Thomas D. Dee, V. Pres. H. H. Spencer, Sec. Geo. H. Matson, Treas. C. H. Kircher, Supt. N. C. Flygare, Ch. Engr. E. B. Skinner, Elecn. R. R. Dorland.

DIRECTORS.—David Eccles, Thomas D. Dee, H. H. Spencer, N. C. Flygare, E. M. Allison, Jr., W. J. F. Volker, C. Kircher.

GENERAL OFFICE, 2382 Washington Ave., Ogden, Utah.

REFERENCES.—Description of road, Vol. IX, Apr., '93, p. 244 (ill.); description of park (brief), Vol. XVII, Feb. 2, '01, p. 190.

Date of information, Mar., 1902. z

OGDENSBURG, N. Y.

Population in 1880, 10,341, in 1890, 11,667, in 1900, 12,633.

Ogdensburg Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Tuesday in Feb.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, issued, $150,000; dated Sept. 2, 1895, due 1925; int. payable Mar. and Sept.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$16,774	$19,698	$20,809	$22,293	$21,582
Operating expenses	8,932	10,623	11,774	14,547	14,865
Earnings from operation	7,842	9,075	9,035	7,746	6,717
Deduction from earnings	6,933	6,916	7,437	9,432	10,124
Net income	908	2,159	1,598	*1,686	*3,407
Total surplus account	*2,055	104	1,702	16	*3,391

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$1,859	$ 2,810	$ 3,522	$ 3,916	$ 2,324
Transportation expenses	6,331	6,682	7,090	9,276	11,304
Maint. of way and bldgs	330	682	218	756	241
" " equipment	412	449	944	599	996
Total	$8,932	$10.623	$11,774	$14,647	$14,865

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	333,781	391,238	413,333	442,755	429,453
Car miles run	216,144	216,144	248,668	318,482	398,180
Total rcpts. per car mile	$.078	$.091	$.083	$.070	$.054
Oper. exps. per car mile	.041	.049	.047	.045	.037

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901
Cost of road and equip.	$258,500	$258,500	$275,000	$300,000	$300,000
Cash assets	908	3,068	5,052	5,324	2,296
Mat. and supplies	450	100			2,500
Profit and loss(def.)	2,055				3,391
Total	$261,914	$261,668	$280,052	$305,324	$308,187
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$150,000
Funded debt	108,500	108,500	125,000	150,000	150,000
Current liabilities	3,413	3,064	3,350	5,308	8,187
Profit and loss (sur.)		104	1,702	16	
Total	$261,914	$261,668	$280,052	$305,324	$308,187

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft, 8½ in.; 48 lb. T rail; 15 motor cars and 1 trail car; West. engines. West. dynamos and motors, American cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. H. A. Sage, Easton, Pa.; V. Pres. J. F. Dolan, Sec. H. W. Cooley, Easton Pa.; Supt. Louis Richter, Ogdensburg, N. Y.; Elecn. T. Shively, Ch. Engr. of Power Station T. J. Williams.

DIRECTORS.—E. A. Newell, Robt. E. Waterman, Ogdensburg, N. Y.; H. A. Sage, H. A. Sage, Jr., Frank R. Sage, Easton, Pa.; J. F. Dolan, of Elizabeth, N. J.

GENERAL OFFICE, Ogdensburg, N. Y.

Date of information, Dec., 1901. d

OIL CITY, PA.

Population in 1880, 7,315, in 1890, 10,932, in 1900 (local estimate), 14,200.

Citizens' Traction Co.

CAPITAL STOCK, issued, $150,000.

OPERATION.—Year ending June 30, 1901.

Receipts from operation	$15,086
Operating expenses	20,645
Earnings from operation	*5,559
Deductions from earnings.	
Taxes	20
Other expenses	150
Net income	*5,829

*Deficit.

Passengers carried during year ending June 30. 1901, 319,985.

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$120,258	Capital stock	$150,000
Cost of equipment	52,397	Loans	1,769
Open accounts	530	Accounts payable	27,510
Material and supplies	365		
Profit and loss	5,729		
Total	$179,279	Total	$179,279

PLANT AND EQUIPMENT.—Miles of track, 4.31; 11 cars.

OFFICERS.—Pres. D. J. Geary, V. Pres. Wm. Hasson, Sec. F. W. Bowen, Treas. Jas. Hasson, Gen. Supt. Jno. R. Fobes, all of Oil City, Pa.

DIRECTORS.—D. J. Geary, Wm. Hasson, P. C. Boyle, H. T. Beers, Oil City, Pa.; Eugene Siebel, Philadelphia, Pa.; Amos Steffee, New York City; D. T. Borland, Siverly, Pa.

Date of information, Aug., 1901. b

Oil City Street Railway Co.—Organized June 25, 1889. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $90,000.

FUNDED DEBT, authorized and issued, $25,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$28,315	$30,237	$34,611	$40,710	$43,241
Operating expenses	28,898	39,408	41,298	42,193	51,697
Deficit from operation	583	9,171	6,687	1,483	8,456
Taxes	590	325	862	1,464	70
Rentals			2,055	1,304	1,548
Interest on funded debt					1,500
Deficit			9,604	4,251	11,572

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 68,656	$ 68,846	$ 68,846	$ 68,846	$ 90,862
Cost of equipment	30,703	28,991	29,534	38,101	48,178
Other perm'nt invest's	22,500	20,000	22,812	13,333	12,500
Cash and current assets	3,598	7,088	1,425	16,289	1,238
Additions and bettermts.					14,723
Profit and loss (deficit)	9,387	18,883	20,488	32,740	44,315
Total	$134,844	$143,808	$151,105	$169,309	$211,816
LIABILITIES.					
Capital stock	$ 90,000	$ 90,000	$ 90,000	$ 90,000	$ 90,000
Funded debt	25,000	25,000	25,000	25,000	25,000
Current liabilities	19,844	28,808	36,105	54,309	
Accounts payable					22,667
D. J. Geary					74,099
Other liabilities					50
Total	$134,844	$143,808	$151,105	$169,309	$211,816

PLANT AND EQUIPMENT.—Miles of track (electric), 4.58; gauge, 4 ft. 8½ in.; 57 lb. girder and T rail; 20 motor cars; Harrisburg Foundry engines, Curtis and West. motors, New Castle cars.

OFFICERS.—Pres. D. J. Geary, Sec. & Treas. W. B. Filson, Gen. Man. Jno. R. Fobes.

DIRECTORS.—D. J. Geary, D. T. Borland, Wm. Hasson, Jos. Seep, Eugene Liebel, all of Oil City.

REFERENCE.—Parks, Vol. XVII, May 4, '01, p. 557.

Date of information, Aug., 1901. b

OKLAHOMA CITY, I. T.

Oklahoma City Land & Electric Railway Co.—Chartered June 8, 1900. This company proposes to construct 5 miles of electric railway in Oklahoma City.

CAPITAL STOCK, authorized and issued $200,000; par value, $50 per share.

OFFICERS.—Pres. J. M. Lindsey, V. Pres. S. H. Baird, Sec. G. R. Stone, Atty. J. H. Everett, Gen. Man. George C. Kelly.

DIRECTORS.—J. M. Lindsey, Gainesville, Tex.; S. H. Baird, G. R. Stone, J. H. Everett, George C. Kelly, Oklahoma City; J. W. Phillips, Ardmore, I. T.

ADDRESS.—George C. Kelly, Oklahoma City, I. T.

Date of information, Sept., 1900. x

OLEAN, N. Y.

Population in 1880, 3,036, in 1890, 7,358, in 1900, 9,462.

Olean Street Railway Co.—Chartered Mar. 1, 1880. Annual meeting first Tuesday in Sept.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds authorized and issued, $225,000; dated Nov. 1, 1899, due 1929; int. payable May and Nov., at office of Fidelity Trust Co., of Buffalo, N. Y., trustee of mortgage.

Second mortgage 5 p. c. gold bonds, authorized and issued $60,000; dated Nov. 1, 1899, due 1929; int. payable Mar. and Nov., at office of Fidelity Trust Co., of Buffalo, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	†1899.	1900.	1901.
Gross receipts	$26,180	$34,977	$45,485	$48,700	$52,018
Operating expenses	19,442		24,810	25,703	26,228
Earnings from oper.	6,738		20,675	22,997	25,790
Deduc. from earnings	6,433		17,210	22,612	16,755
Net income	305		3,465	385	9,035
Total surplus account	*$22,664	*$26,382	*$22,917		9,421

*Deficit.

†Complete report cannot be obtained.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1899.	1900.	1901.
Revenue passengers carried	340,249	895,665	1,084,153	1,136,576
Transfer " "		99,622		18,274
Car miles run	118,720	304,046	303,912	305,610
Gross receipts per car mile	$.221	$.149	$.160	$.170
Operating exp. per car mile (including taxes)	.164	.161	.165	.141

BALANCE SHEET.—Dated June 30,

ASSETS.	1896.	1897.	1899.	1900.	1901.
Cost of road	$ 92,370	$113,990	$538,657	$513,338	$583,123
" equipment	28,819	28,877	69,577	69,662	
Cash assets	2,462	523	863	113	184
Other assets	9,535	15,734		1,339	5,524
Total	$133,186	$159,124	$609,097	$584,452	$588,830
LIABILITIES.					
Capital stock	$ 15,500	$ 15,500	$299,500	$300,000	$300,000
Funded debt	75,000	95,000	279,000	283,000	278,500
Interest	2,250	2,250			
Bills payable	16,868	13,995			
Other liabilities	1,209	9,715	7,680	1,067	909
Profit & loss (surp.)	22,359	22,664	22,917	385	9,421
Total	$133,186	$159,124	$609,097	$584,452	$588,830

PLANT AND EQUIPMENT.—Miles of track (electric), 13.33; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars.

OFFICERS.—Pres. Wilson R. Page, V. Pres. W. E. Wheeler, Sec. & Supt. I. W. Miller, Treas. Wilson R. Page.

DIRECTORS.—Thos. Gilligan, J. F. Johnson, M. L. Lee, F. L. Eaton, W. R. Page, I. W. Miller, W. E. Wheeler, Olean, N. Y.; Clare Willard, Edward Torrey, Alleghany, N. Y.

GENERAL OFFICE, Olean, N. Y.

Date of information, Jan., 1902. z

OLYMPIA, WASH.

Population in 1880, 1,232, in 1890, 4,698.

Olympia Light & Power Co.

CAPITAL STOCK, authorized and issued, $165,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 cars, of which 5 are motor cars and 2 trail cars; Edison and West. generators and West. motors, Brill cars; water power.

OFFICERS.—Gen. Man. & Pur. Agt. L. B. Faulkner, Supt. & Elecn. H. C. Ranft, Ch. Engr. of Power Station F. M. Cooper.

GENERAL OFFICE, 523 Main St., Olympia, Wash.

Date of information, Jan., 1902. z

OMAHA, NEB.

The population in 1880, 30,518, in 1890, 140,452, in 1900, 102,555. In 1900 it was estimated that there were 200,000 people living within 6 miles of the Union Depot.

Omaha Street Railway Co.—Chartered Jan. 1, 1889. This is a consolidation of the Omaha Horse Ry. Co., the Omaha Motor Co. and the Omaha Cable Tramway Co. In Sept., 1900, this company purchased the Benson Ry. Co., of Benson, Neb., 2 miles in length.

Capital Stock, authorized and issued, $5,000,000; par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $2,350,000, in treasury, $150,000; coupon, but may be registered; dated May 1, 1889, due 1914; denom. $1,000; int. payable May and Nov. at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

The unissued first mortgage bonds now in the treasury may be issued for construction and betterments.

Balance Sheet.—The company has no floating debt outside of current expenditures.

Plant and Equipment.—Miles of track (electric), 80; gauge, 4 ft. 8½ in.; 73 lb. girder rail; 303 cars, of which 152 are motor cars, 22 grip cars and 29 trail cars; Allis, Wright and West. engines, West. and Gen. Elec. dynamos and motors, American, Pullman, Jones and Stephenson cars.

Officers.—Pres. Frank Murphy, V. Pres. Guy C. Barton, Sec. D. H. Goodrich, Treas. & Gen. Man. W. A. Smith, Supt. F. A. Tucker, Elecn. O. Stiles.

Directors.—Frank Murphy, Guy C. Barton, W. A. Smith, W. V. Morse, S. D. Mercer, E. W. Nash, B. F. Smith, S. W. Wattles.

General Office, Merchant's National Bank Bldg., Omaha, Neb.

References.—Description of road, Vol. VI, Mar., '90, p. 114 (ill.). Vol. VIII, Feb., '92, p. 63; Vol. IX, Feb., '93, p. 106 (ill.).

Date of information, Mar., 1902. z

Please note date of information at end of each report.

East Omaha Street Railway Co.—Chartered Apr. 18, 1893. This company owns exclusive and valuable franchises in East Omaha, which expire in 1919, and exclusive rights on the Omaha Bridge leading to Council Bluffs, Ia. In 1899 this company was consolidated with the Omaha, Council Bluffs & Suburban Ry. Co. of Council Bluffs, Ia.

Date of information, Mar., 1902. z

Metropolitan Cable Ry. Co.—This is a suburban road connecting with the Omaha Street Ry. Co. by transfer, but operated independently. The road is owned and operated by Guy C. Burton.

Plant and Equipment.—Miles of track (electric), 1.5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 2 motor cars; Detroit and Sprague motors; power is furnished by the Omaha Street Ry. Co. under special arrangement.

Officers.—Pres. Guy C. Burton, Sec. Wm. S. Cox, Treas. W L. Selby, Supt. L. C. Nash.

Date of information, Jan., 1902. z

ONEIDA, N. Y.

Population in 1880, 3,934, in 1890, 6,083, in 1900, 6,364.

Oneida Railway Co.—Charter and municipal franchise granted May 14, 1885, for 50 years. Annual meeting second Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $15,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $10,000; dated Jan. 1, 1899, due 1909.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$3,912	$3,722	$3,765	$3,711	$3,861
Operating expenses	3,790	2,975	2,975	3,353	3,203
Earnings from operation	122	747	790	358	658
Deductions from earnings	204	421	673	594	633
Net income	*82	326	117	*236	25
To surplus account		326	117		25
Charged to profit and loss			483	†200	*59
Total surplus account	*8	318	*49	*84	
P. c. op. exp. to total receipts	96.9	80.0	79.0	90.3	82.9

*Deficit. †Credit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	85,034	78,908	79,615	78,660	78,878
Car miles run	42,800	42,800	42,808	42,800	38,808
Gross receipts per car mile	$.099	$.087	$.089	$.086	$.099
Oper. expenses per car mile	.081	.069	.065	.078	.083

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$13,946	$13,946	$13,946	$13,946	$24,765
" equipment	3,103	3,103	2,619	2,619	
Improvements				8,200	
Cash and current assets.		269	8,586	151	176
Profit and loss (deficit)	8		49	84	59
Total	$17,057	$17,318	$25,200	$25,000	$25,000
LIABILITIES.					
Capital stock	$13,500	$13,500	$15,000	$15,000	$15,000
Funded debt	3,557	3,500	10,000	10,000	10,000
Interest			200		
Profit and loss (surplus)		318			
Total	$17,057	$17,318	$25,200	$25,000	$25,000

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 4 ft. 8½ in.; 47 lb. center bearing rail; 7 horses, 3 cars; Stephenson cars.

OFFICERS.—Pres. C. Loomis Allen, Sec. & Treas. R. E. Drake, Supt. G. Leggett.

DIRECTORS.—C. Loomis Allen, R. E. Drake, G. K. Betts, Morgan Dunn, W. K. Archbold, Syracuse, N. Y.; H. C. Stone, E. L. Hunt, Oneida, N. Y.; J. Rapelje, Hopewell Junction, N. Y.; P. S. du Pont, Lorain, O.

GENERAL OFFICE, Oneida, N. Y.

Date of information, Mar., 1902. z

ONEONTA, N. Y.

Population in 1880, 4,461, in 1890, 6,272, in 1900, 7,147.

Oneonta, Cooperstown & Richfield Springs Railway Co.—In effect as to operation Dec, 10, 1900, as the successor to the Oneonta & Otego Valley R. R. Co., which was chartered July 30, 1897. Annual meeting Jan. 11, each year, which corporation is not otherwise changed. Operation by electricity was commenced Aug. 22, 1898.

CAPITAL STOCK, authorized, $1,000,000, issued, $235,000.

FUNDED DEBT.—Oneonta & Otego Valley R. R. Co.'s first mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, *$325,000; dated Oct. 1, 1897, due 1927; denom. $1,000; int. payable Apr. and Oct.

*Bonds issued and held by contractor for building road.

OPERATION—Year ending June 30,

	1898.	1899.	1900.	6½ mos. endg. June 30, 1901.
Gross receipts	$956	$8,533	$13,592	$9,015
Operating expenses	1,019	10,378	15,513	7,669
Deficit from operation	63	1,845	1,561	1,346
Taxes	55	20	497	330
Deficit	118	1,865	2,058	1,015
Total deficit	17,077	18,942	3,924	1,015

STATISTICS OF TRAFFIC.

6½ months ending June 30, 1901.

Passengers carried	214,430
Car miles run	88,548
Total receipts per car mile	$.101
Operating expenses per car mile	.089

BALANCE SHEET.—Dated June 30,

ASSETS	1898.	1899.	1900.	1901.
Cost of road and equipment	$117,161	$128,033	$231,820	$601,747
Current assets	61,133	1,476	230	1,043
Profit and loss (deficit)	118	1,865	3,924	
Total	$178,412	$131,374	$235,974	$602,790
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$235,000
Funded debt			100,000	325,000
Current liabilities	8,957	374		41,775
Dividends unpaid	69,455	31,000	33,398	
Accounts payable			2,576	1,015
Total	$178,412	$131,374	$235,974	$602,790

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75, gauge 4 ft. 8½ in.; 60 lb. and 90 lb. T and girder rail; 6 motor cars and 4 trail cars.

OFFICERS.—Pres. Norman Getman, Sec. C. V. D Peek, Treas. Herbert T. Jennings, Gen. Man. Charles H. Tilton.

DIRECTORS.—Norman Getman, Richfield Springs, N. Y.; Lynn J. Arnold, Cooperstown, N. Y.; Samuel Keyes Oneonta, N. Y.; John W. Lounsbury, Port Chester, N. Y.; Edw. C. White, E. P. Holdridge, Harbert F. Jennings, Mt. Vernon, N. Y.; Henry Sonn, C. V. D. Peck, New York City.

GENERAL OFFICE, Oneonta, N. Y.

Date of information, Dec., 1901. b

ONTARIO, CAL.

Population in 1894 (local estimates), 2,500; in 1900 (local estimates), 4,000.

Ontario & San Antonio Heights Railway Co.—Chartered Sept. 8, 1888. On Feb. 15, 1895, parties interested in this property authorized the Ontario Electric Co. to supply the town with light, heat and power, and to equip the Ontario & San Antonio Heights Ry. with electricity. The light company owns water powers.

CAPITAL STOCK, authorized and issued, $150 000, par value, $30 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.15; gauge, 4 ft. 8½ in.; 30 lb. T rail; 5 cars, of which 3 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Stockton cars

OFFICERS.—Pres. ————, V. Pres. & Gen. Man. C. Frankish, Sec. F. B. Stamm, Treas. Ontario State Bank, Supt. & Elecn. E. Richardson, San Antonio.

DIRECTORS.—D. Elcoat, G. T. Stamm, F. B. Stamm, R. M. Frankish, Charles Frankish.

GENERAL OFFICE, Ontario, Cal.

REFERENCE.—Description of park (brief) Vol. XVII, June 1, '01 p. 665.

Date of information, Jan., 1902. z

OPELIKA, ALA.

Population in 1880, 3,245, in 1890, 3,703, in 1899, 4,245.

Opelika & Auburn Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; 5 motor cars.

OFFICERS.—Pres. M. E. Gray, Columbus, Ga.; Sec. C. I. Daughtry, Treas. A. H. Slaughter, Gen. Man., John L. Cowan.

GENERAL OFFICE, Opelika, Ala.

Date of information, Jan., 1901. d

Please note date of information at end of each report.

ORANGE, N. J.

Population in 1880, 13,217, in 1890, 18,844, in 1900, 24,121.

Orange & Passaic Valley Railway Co.—Chartered in 1898 as the successor to the Suburban Traction Co., which was chartered Apr. 13, 1893, in perpetuity, and whose property was sold at foreclosure sale on Aug. 26, 1898. This company is now operated in connection with the North Jersey Street Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—General mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, 590,000; dated Dec. 1, 1898, due 1948; denom. $1,000; int. payable June and Dec. at office of New Jersey Title Guarantee & Trust Co., of Jersey City, trustee of mortgage.

Orange & Bloomfield Crosstown Ry. Co.'s first mortgage bonds, $60,000.

Suburban Traction Co's. consolidated mortgage 5 p. c. bonds, $150,000; coupon, but may be registered; dated June 1, 1893, due 1923; denom. $1,000; int. payable June and Dec.; trustee of mortgage, American Loan & Trust Co., of Boston.

The following is the report of the Suburban Traction Co., for the years 1894, 1895, 1896 and 1897, and to Aug. 26, 1898, and of the Orange & Passaic Valley Ry. Co. since that time:

OPERATION.—Year ending Dec. 31.

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$60,679	$62,249	$64,215	$76,850	$82,895
Operating expenses....	61,503	52,159	40.311	40,124	39,922
Earnings from oper....	* 824	10,090	23,904	36,726	42,973

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 40 lb. to 80 lb. chair, T and girder rail; 22 motor cars; Ball and West. engines, Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Chas. A. Sterling, V. Pres. David Young, Sec. & Treas. W. G. Shailer.

GENERAL OFFICE, Orange, N. J.

Date of information, Feb., 1902. b

Orange Mountain Traction Co.—This company suspended operation in Nov. 1896, but the property was sold to a new syndicate on Jan. 8, 1898, and operation resumed on Apr. 9, 1898.

CAPITAL STOCK, authorized, $150,000, issued, $100,000; par value, $100 per share.

FUNDED DEBT.—$47,500, secured by two bonds and mortgage, secured by real estate. Interest on these paid promptly, but no dividends have been declared, for all profits are put into improvements.

OPERATION.—Period from Apr. 9, 1898, Year ending

	Dec. 31, 1898.	Dec. 31, 1899.	1900.	1901.
Receipts from passengers.....	$ 9,709	$ 9,330	$ 7,058	$ 5,075
" " other sources.....	2,203	4,101	1,646	985
" total.....	11,912	13,431	8,704	6,060
Operating expenses.....	10,929	6,866	10,069	6,696
Earnings from operation.....	983	6,565	*1,365	*636
Interest on mortgages.....		2,074		
Taxes.....		634		
Net income.....		3,857		

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (cable incline), 1.5; gauge 8 ft.; 56 lb. m. p. rail; 2 cars; Roebling engines, Bloomsburg cars.

OFFICERS.—Pres. & Gen. Man. Frank Brewer, Sec. & Treas. E. W. Jackson.

DIRECTORS.—Frank Brewer, Orange Valley, N. J.; A. F. Skinner, Nutley, N. J.; Edward Jackson, Belleville, N. J.; D. D. Sutphen, James R. Williston, New York.

GENERAL OFFICE, Highland Park, West Orange, N. J.

REFERENCE.—Description of road, Vol. IX, Jan., '93, p. 8 (ill.).

Date of information, Feb., 1902. b

South Orange & Maplewood Traction Co.—This company operates under lease, the property of the South Orange & Maplewood Street Ry. Co. and the road is connected at West Orange with the Watchung branch of the N. Y. & Greenwood Lake (Erie) R. R.

CAPITAL STOCK, authorized and issued, $200,000,

FUNDED DEBT.—None.

OPERATION.—Of the South Orange & Maplewood Street Ry. Co. for year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$5,026	$15,066	$18,433	$19,864	$20,413
Operating expenses.....	6,683	12,369	22,154	19,536	19,859
Earnings from operation.	*1,657	2,697	*3,721	328	554

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.4; gauge, 4 ft. 8½ in.; 56 lb. and 80 lb. T and girder rail; 5 motor cars, 1 snow sweeper, 1 Taunton locomotive; Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Gen. Man. Edward D. Page, 60 Worth St., N. Y. City; Sec. M. K. Page, Treas. John O'Rourke, Supt. Oliver Steepy.

DIRECTORS.—Edward D. Page, Helen B. Page, Marie K. Page, John O'Rourke, John O'Heald.

GENERAL OFFICE, Valley and Forest Sts., West Orange, N. J. P. O. Address, Orange Valley, N. J.

Date of information, Feb., 1902. b

ORANGEBURG, S. C.

Population in 1880, 2,140, in 1890, 2,964, in 1900 (local estimate), 3,650.

Orangeburg City Street Railway Co.

CAPITAL STOCK, authorized, $25,000, issued $12,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 4 ft. 8½ in.; 40 lb. T rail; 6 horses, 6 Brill cars.

OFFICERS.—Pres. Gen. Man. & Pur. Agt. J. W. H. Dukes, V. Pres. N. H. Bull, Sec. & Treas. B. H. Moss.

GENERAL OFFICE, Orangeburg, S. C.

Date of information, Feb., 1901. d

OSHAWA, ONT.

Population in 1891, 3,185, in 1900, 5,000.

The Oshawa Railway Co.

CAPITAL STOCK, authorized and issued, $40,000.

FUNDED DEBT, authorized and issued, $88,452.

PLANT AND EQUIPMENT.—Miles of track (electric), 9; gauge, 4 ft. 8½ in.; 63 lb. T rail; 9 motor cars; Robb engines, West. dynamos and motors, Rathbun and Ahearn & Soper cars.

OFFICERS.—Pres. E. W. Rathbun, Deseronto, Ont.; V. Pres. Warren Y. Soper, Ottawa, Ont.; Sec. & Treas. C. A. Millener, Deseronto; Gen. Man. R. C. Carter, Supt. R. J. Wilson, Pur. Agt. The Rathbun Co., Deseronto, Ch. Engr. J. W. Evans, Ch. Engr. of Power Station W. S. Rose.

GENERAL OFFICE, Oshawa, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51.

Date of information, Mar., 1902. z

OSHKOSH, WIS.

Population in 1880, 15,748, in 1890, 22,836, in 1900, 28,284.

Winnebago Traction Co.—This company is a reorganization of the Citizens Traction Co, of Oshkosh, which was chartered in Jan., 1897, for 35 years. New company operates the railway and an amusement park of 15 acres in Oshkosh and an interurban line extending to Neenah and Menasha, Wis., and the Oshkosh & Omro Interurban line. Annual meeting, third Wednesday in April.

CAPITAL STOCK, authorized and issued, $650,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $550,000, coupon, but may be registered; dated Apr. 1, 1900, due 1930; denom. $1,000, subject to call at 110 upon six weeks notice; int. payable Apr. and Oct., at office of Trust Co. of America, in N. Y. City, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 40; 60 lb. T rail; 36 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos, Babcock & Wilcox boilers, Wheeler heater, Worthington pumps.

OFFICERS.—Pres. F. S. Donnell, Boston, Mass.; V. Pres. & Gen. Man. E. E. Downs, Sec. Jos. Cratty, Treas. I. L. Board.

GENERAL OFFICE, Oshkosh, Wis.

REFERENCES.—Description of road (brief), Vol. XIII, Apr., '97, p. 244; park, Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1902. z

OSKALOOSA, IA.

Population in 1880, 4,568, in 1890, 6,558, in 1900 (local estimates), 10,000.

Oskaloosa Street Railway & Land Co.

CAPITAL STOCK, $30,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 5; gauge, 4 ft.; 16 lb. to 50 lb. T, girder and tram rail; 14 horses, 4 horse cars; Minneapolis and St. Louis cars.

OFFICERS.—Pres. W. M. Peatman, Sec. C. Winter, Treas. W. G. Clark, Supt. J. M. Powell.

GENERAL OFFICE, 100 High Ave. West., Oskaloosa, Ia.

Date of information, Feb., 1901. z

Please note date of information at end of each report.

OSWEGO, N. Y.

Population in 1880, 21,116, in 1890, 21,842, in 1900, 22,365.

Oswego Traction Co.—Chartered June 1, 1899. Annual meeting June 14, each year. This company is the successor to the Lake Ontario & Riverside Railway Co. which, on Mar. 12, 1896, effected a consolidation of the Oswego Street Ry. Co. and the Fulton & Oswego Falls Street Ry. Co. On Oct. 3, 1896, the property was placed in the hands of F. H. Tidman as receiver. On Apr. 15, 1899, the property of the Lake Ontario & Riverside Ry. Co. was sold at sheriff's sale, the Oswego Street Ry. being sold to a committee of the bondholders, who formed the new company which, on Feb. 1, 1900, took possession of the property; and the Fulton & Oswego Falls Street Ry. was sold separately, subject to first mortgage bonds, and on Feb. 1, 1900, commenced operation as a separate company, the receiver being relieved from further operation of the properties on that date, and being discharged by the court on June 30, 1900.

CAPITAL STOCK, authorized and issued, $300,000; par value, $50 per share.

FUNDED DEBT, authorized, $300,000, issued, $288,000, as follows: First mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued $97,000; dated June 1, 1899, due 1929; int. payable June and Dec.

Second mortgage 3 p. c. gold bonds, authorized $200,000, issued, $191,000; coupon, but may be registered; dated June 1, 1899, due 1929; int. payable Mar. and Sept.

OPERATION.—From Mar. 12, 1896, the report is for the Lake Ontario & Riverside Ry. Co. For 1900 the report is made of the combined figures of the receiver from July 1, 1899, to Jan. 31, and the new company to June 30.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Gross receipts	$21,099	$22,965	$26,396	$33,167	$36,531
Operating expenses	22,546	†27,909	38,469	33,452	31,483
Earnings from oper.	*1,447	*4,944	*12,072	*285	5,048
Deductions from earn.	9,013	13,454	23,359	11,838	14,393
Net income	*10,460	*18,398	*35,431	*12,123	*9,345
Total deficit	12,674	31,072	62,454		23,320

* Deficit. † Including extraordinary repairs on account of city sewers, improvements and legal expenses connected with receivership amounting to about $8,327. The ordinary operating expenses were therefore about $19,582.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	421,980	521,080	643,024	777,322	864,338
Car miles run	191,625	255,500	314,718	337,334	353,928
Total receipts, per car mile	$.110	$.090	$.083	$.098	$.103
Oper. expenses, per car mile.	.118	.109	.122	.099	.089

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$587,655	$597,626	$609,946	$586,318	$607,175
" equipment	28,496	42,356	47,852		
Cash & cur. as'ts.	20	281	369	2,188	2,900
P'ft & loss (deficit)	12,674	31,072	35,431	17,675	23,320
Total	$628,845	$671,635	$693,598	$606,181	$633,395
LIABILITIES.					
Capital stock	$300,000	$300,000	$300,000	$300,000	$300,000
Funded debt	287,000	337,000	352,000	288,000	288,000
Interest	12,814	24,634	20,632	11,461	22,041
Loans	29,032				15,286
Other liabilities		10,001	20,956	6,720	8,068
Total	$628,845	$671,635	$693,588	$606,181	$633,395

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 45 lb. to 107 lb. T and girder rail; 12 motor cars and 10 trail cars; Gen. Elec. dynamos and motors, American and Brill cars; rent power.

OFFICERS.—Pres. S. M. Coon, Sec. D. A. Williams, Treas. J. P. Doyle, Gen. Man. Frank Arnold.

DIRECTORS.—C. S. Shepard, New Haven, N. Y.; Chas. C. Crook, N. Y. City; D. B. Page, D. A. Williams, Lawrence Clancy, C. A. Tanner, M. B. Richardson, S. M. Coon, N. S. Bentley, J. P. Doyle.

GENERAL OFFICE, Oswego, N. Y.

Date of information, Mar., 1902. z

OTTAWA, ILL.

Population in 1880, 7,834, in 1890, 9,985, in 1900, 10,588.

Ottawa Railway Light & Power Co.—This company was organized in Mar., 1899, and in July, 1899, purchased the properties and franchises of the Ottawa Street Ry. Co., which was chartered Dec. 31, 1896, for 20 years, and the Thomas Electric Lt. & Power Co. which owned a modern electric light and power plant.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, and issued, $150,000; dated Apr. 1, 1899, due 1929; denom. $500 and $1,000; int. payable Apr. and Oct. at office of American Loan & Trust Co., Boston, Mass.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 56 lb. center-bearing rail; 18 cars, of which 11 are motor cars and 7 trail cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Pullman cars. Water power is used to generate electricity.

OFFICERS.—Pres. F. S. Donnell, 45 Milk St., Boston, Mass.; Sec. M. F. Skinner, Treas. & Man. L. W. Hess, Supt. & Elecn. C. Hahn.

GENERAL OFFICE, Ottawa, Ill.

REFERENCE.—Description of park, Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1902. z

OTTAWA, ONT.

Population in 1881, 31,307, in 1891, 44,154, in 1895 (local estimates), 50,000, in 1901, 60,000.

The Ottawa Electric Railway Co.—This is a consolidation in June, 1894, of the Ottawa City Pass. Ry. Co. and the Ottawa Electric Street Ry. Co., Ltd. The company owns municipal franchises, dated Aug. 13, 1893, for 30 years. Annual meeting last Monday in Jan.

CAPITAL STOCK, authorized, $1,000,000, issued, $814,800. Dividends, 8 p. c. per annum, payable quarterly.

FUNDED DEBT.—First mortgage 4 p. c. gold coupon bonds, authorized and issued, $500,000; dated July 5, 1897, due 1922; denom. $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Ottawa Trust & Deposit Co.

DIVIDENDS.—In 1892, 7 p. c.; annually since 1893, 8 p. c.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$206,969	$222,744	$252,390	$305,357	$305,496
" other sources.	16,832	9,058	11,155	9,665	7,675
" total	223,802	231,802	263,545	315,022	313,171
Operating exp.(including all other expenses).	151,462	159,159	178,265	213,906	235,128
Net income	72,340	72,643	85,280	101,116	78,043
Dividends paid	65,184	65,184	65,184	65,184	65,184
Contingent account				18,000	
To surplus account	7,156	7,459	20,096	17,932	12,859
Total surplus account	67,525	74,984	95,080	112,913	125,773
Per cent. exp. to total receipts	67.7	68.6	67.6	67.9	75.0

STATISTICS OF TRAFFIC.

Year ending Dec. 31,	1897.	1898.	1899.	1900.	1901.
Passengers carried	4,762,082	5,133,938	5,833,829	7,094,656	6,718,781
Mileage	1,626,820	1,741,881	1,934,609	2,238,704	2,119,925

BALANCE SHEET.—Dated Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.	1901.
C'st rd., w'ter pr. real est. & eq.	$1,103,018	$1,138,595	$1,312,812	$1,479,098	$1,514,797
Cash assets	56,914	9,671	4,642	3,923	11,199
Bills receivable.	12,302		1,942	2,391	4,881
Mat'l and sup.			3,573	6,629	4,355
Other assets	13,689	78,814	4,465	4,136	3,637
Total	$1,173,621	$1,156,080	$1,327,434	$1,496,177	$1,538,869
LIABILITIES.					
Capital stock	$ 814,800	$ 814,800	$ 814,800	$ 814,800	$ 814,800
Funded debt	250,00	250,000	310,000	500,000	500,000
Bills payable	25,000		17,222	25,000	75,000
Other liabilities				27,168	7,000
Dividends	16,296	16,296	90,332	16,296	16,296
Pro. & loss (sur.)	67,525	74,984	95,080	112,913	125,773
Total	$1,173,621	$1,156,080	$1,327,434	$1,496,177	$1,538,869

PLANT AND EQUIPMENT.—Miles of track (electric), 43; gauge, 4 ft. 8½ in.; 56 lb. to 72 lb. girder and T rail; 100 motor cars; 7 electric sweepers, 1 baggage car, 1 locomotive; 1800 H. P. station plant; Stillwell-Bierce & Smith-Vaile water wheels; West. motors, Patterson & Corbin and Ottawa cars, Brill, Taylor and Peckham trucks.

OFFICERS.—Pres. T. Ahearn, V. Pres. Peter Whelen, Sec. & Treas. J. D. Fraser, Supt. J. E. Hutcheson, Audr. R. Quain.

DIRECTORS.—Warren Y. Soper, T. Ahearn, G. P. Brophy, P. Whelen, Thos. Workman, A. Lumsden, Ottawa, Ont.; George A. Cox, Toronto, Ont.

GENERAL OFFICE, 337 Albert St., Ottawa, Can.

REFERENCES.—Description of road, Vol. IX, June, '93, p. 363; increase of stock, Vol. X, Dec., '94, p. 814; description of road, Vol. XI, Souv., '95, p. 30 (ill.); description of car, Vol. XIII, Feb. '97, p. 96 (ill.); description of parks (brief), Vol. XIII, Mar. '97, p. 151; power station record (brief), Vol. XII, May '96, p. 289; new pleasure park, Vol. XIII, June, '97, pp. 347 and 370; description of park (brief), Vol. XVII, June 1. '01, p. 664.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

OTTUMWA, IA.

Population in 1880, 9,004, in 1890, 14,001, in 1900, 18,197.

Ottumwa Traction & Light Co.—Successor (Oct. 1, 1901,) to the Ottumwa Electric & Steam Co. This company owns and operates the street railway, an arc and incandescent lighting plant, and a steam heating plant, and has increased its stock and bond issues to make further extensions.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Oct. 1, 1901, due 1921; denom. $1,000; int. payable Apr. and Oct., at United States Mortgage & Trust Co,, New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 7½; gauge, 4 ft. 8½ in.; 60 lb. T rail; 15 motor cars; Ball and Allis engines, Gen. Elec. alternating generators, West. motors, Pullman and St. Louis cars.

OFFICERS.—Pres. J. H. Merrill, 1st V. Pres. G. W. Wattles, 2d V. Pres. Samuel Mahon, Sec. J. B. Sax, Treas. J. W. Garner, Supt. H. H. Caughlan, Ch. Engr. W. Evans.

GENERAL OFFICE, 102 S. Market St., Ottumwa, Ia.

REFERENCE.—New franchise, Vol. XVIII, Aug. 10, '01, p. 171.

Date of information, Jan., 1902. z

OWENSBORO, KY.

Population in 1880, 6,231, in 1890, 9,837, in 1900, 13,189.

Owensboro City Railroad Co.—Chartered in 1884, for 50 years. Annual meeting third Monday in Dec. This road is being reconstructed.

CAPITAL STOCK, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $25,000; dated 1888, due 1908; denom. $500; int. payable Jan. and July, at office of Louisville Banking Co., trustee of mortgage.

Second mortgage 6 p. c. bonds, authorized, $100,000, issued, $75,000; dated Jan., 1, 1894, due 1917; denom. $500; int. payable Jan. and July, at office of Louisville Trust Co., trustee of mortgage.

NOTE.—$25,000 of the second mortgage bonds are held in escrow to retire first mortgage bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 25 cars, of which 12 are motor cars and 13 trail cars; Harrisburg engines, Gen. Elec. dynamos and motors, Laclede and Brill cars, Brill trucks.

OFFICERS.—Pres. Charles Bracker, V. Pres. R. S. Hughes, Sec. & Treas. J. H. Parish, Supt. J. C. Roderick.

DIRECTORS.—Charles Bracker, R. S. Hughes, J. G. Decker, F. T. Gunther, J. H. Hickman.

Date of information, Jan., 1902. z

OWOSSO, MICH.

Population in 1890, 4,882, in 1900, 9,117.

Owosso & Corunna Electric Co.—This company is a consolidation, Feb. 1, 1898, of the Owosso & Corunna Traction Co., which was chartered 1895 for 30 years, and the Caledonia Electric Light & Power Co. Annual meeting first Monday in Jan.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $120,000; due 1926; denom. $100; int. payable Jan. and July, at office of Fidelity Trust Co., of Philadelphia, Pa.

PLANT AND EQUIPMENT.—Miles of track (electric) 5.2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 8 cars, of which 4 are motor cars and 4 trail cars.

OFFICERS.—Pres. Geo. H. Stevenson, Sec. & Treas. W. B. Stevenson, Man. Direct. W. R. Faben.

GENERAL OFFICE, Owosso, Mich.

Date of information, Jan., 1902. d

PADUCAH, KY.

Population in 1880, 8,036, in 1890, 12,797, in 1900, 19,446.

Paducah Railway & Light Co.—This company is a consolidation in 1898 of the Citizens Ry. Co. and the Paducah Street Ry. Co., which was chartered 1887, for 30 years, from Mar., 1890. The new company owns the entire street railway and electric lighting plants of the city.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $400,000; held in escrow, $300,000; dated Sept. 1, 1898, due 1918, subject to call after 1908 at 105; int. payable Jan. and July, at office of American Trust & Savings Bank, of Chicago, Ill. trustee of mortgage.

NOTE.—By the terms of the mortgage, 3 p. c. per annum of the amount outstanding is to be passed to a sinking fund after July 1, 1903, and bonds may be called at 105 after 1908.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 35 lb. to 60 lb. T rail; 25 motor cars and 16 trail cars; Ball engines, Gen. Elec. dynamos and motors, Stephenson and St. Louis cars.

OFFICERS.—Pres. Geo. C. Thompson, V. Pres. Gen. Man. & Pur. Agt. George C. Wallace, Sec. T. J. Flournoy, Supt. A. S. Thompson, Elecn. & Supt. of Motive Power D. B. Simon.

DIRECTORS.—Geo. C. Thompson, Geo. C. Wallace, T. J. Flournoy, S. B. Caldwell, J. L. Friedman, W. F. Paxton.

REFERENCES.—Pleasure park, Vol. XIII, June '97, p. 346; description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

GENERAL OFFICE, 120 South 4th St., Paducah, Ky.

POWER STATION, Second Street.

Date of information, Mar., 1902. z

PALATKA, FLA.

Population in 1880, 1,616, in 1890, 3,039, in 1900 (local estimates), 6,000.

Palatka & Heights Street Railway Co.—Chartered Mar., 1888, for 50 years. Annual meeting Feb. 1. This property is now for sale.

CAPITAL STOCK, authorized and issued, $10,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft.; 30 lb. and 40 lb. center bearing and T rail; 3 horses, 2 horse cars; Stephenson cars.

OFFICERS.—Pres. Wm. P. Craig, East Orange, N. J.; Sec. Marcus Loeb, Treas. E. S. Crill.

DIRECTORS.—Wm. P. Craig, Marcus Loeb, E. S. Crill, W. C. Snow.

REFERENCES.—Description of road (very brief), Vol. VIII, Apr., '92, p. 206 (ill.).

Date of information, Jan., 1902. z

PALMER, MASS.

Population, in 1880, 5,504; in 1890, 6,520, in 1900, 7,801.

Springfield & Eastern Street Railway Co.—This company is the successor to the Palmer & Monson Street Ry. Co., which was chartered May 10, 1897. Municipal franchise granted Nov. 1, 1897. This road commenced operation June 24, 1898.

CAPITAL STOCK, authorized and issued, $195,000.

OPERATION.—Year ending Sept. 30,

	1899.	1900.	1901.
Receipts from passengers	$19,563	$35,707	$64,952
" other sources	35	4,157	7,217
" total	19,598	39,774	72,169
Operating expenses	20,562	27,330	48,690
Earnings from operations	*964	12,444	23,479
Deductions from earnings.			
Interest	3,804	2,841	8,177
Taxes	145	1,187	2,037
Other deductions	642	4,420	8,741
Surplus	*5,555	3,996	4,523
Total surplus	5,622	288	4,896

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1899.	1900.	1901.
General expenses	$4,874	$3,940	$ 7,831
Maintenance of road and buildings	1,973	1,565	3,392
" " equipment	73	1,773	3,418
Transportation expense	13,642	20,052	34,048
Total	$20,562	$27,330	$48,690

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.	1901.
Revenue passengers carried	393,885	699,191	1,134,686
Car miles run	161,159	221,665	388,877
Total receipts per car mile	$.121	$.179	$.186
Operating expenses per car mile	.127	.123	.125

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$65,938	$ 72,205	$277,411	$501,999
" " equipment	6,397	25,792	53,046	90,900
Other permanent investments.	6,873	7,700	58,741	110,463
Cash and current assets	149	4,851	3,239	2,291
Other assets	702	685	2,281	3,597
Profit and loss (deficit)	68	5,622		
Total	$80,127	$116,855	$394,718	$709,250
LIABILITIES.				
Capital stock	$36,030	$ 60,000	$60,000	$195,000
Current liabilities	44,097	56,855	334,430	509,354
Profit and loss (surplus)			288	4,896
Total	$80,127	$116,855	$394,718	$709,250

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 30.27; gauge, 4 ft. 8½ in.; 56 lb. rail; 28 motor cars, 4 other cars; rent power.

OFFICERS.—Pres. Chas. F. Grosvenor, V. Pres. E. G. Hastings, Sec. Andrew Pinney, Treas. & Gen. Man. A. J. Purinton, Asst. Treas. H. L. Merry, Supt. F. S. Hunniwell.

DIRECTORS.—Charles F. Grosvenor, E. G. Hastings, H. M. Clark, H. E. W. Clark, Geo. C. Flynt, Andrew Pinney, E. G. Childs, Allan W. Paige, Fred'k T. Ley.

GENERAL OFFICE, Main St., Palmer, Mass.

REFERENCES.—Park, Vol. XVII, Apr. 6, '01, p. 436; description of road (map), Vol. XVIII, Aug. 17, '01, p. 189.

Date of information, Mar., 1902. b

PARIS, ILL.

Population in 1900, 7,000.

Interstate Railway, Light & Power Co.—Chartered Feb. 13, 1901, for 50 years; municipal franchise granted Mar. 29, 1901. Annual meeting Feb. 21. This road is under construction.

CAPITAL STOCK, authorized, $5,000.

PLANT AND EQUIPMENT. - Miles of track (electric), 19.

OFFICERS.—Pres. A. J. Hunter, V. Pres. G. W. Hughs, Sec. Jas. D. Barr, Treas. J. D. Hunter, Ch. Engr. Geo. R. Grimes.

DIRECTORS.—A. J. Hunter, Paris, Ill.; J. E. Parrish, J. Will Snyder, H. O. Boyer, R. G. Sutherland, Geo. W. Myers, Geo. W. Hughs, H. H. Knipe, C. P. Hatch.

Date of information, Jan., 1902. z

PARIS, TEX.

Population in 1880, 3,980, in 1890, 8,258, in 1900, 15,000.

Paris Transit Co.—Municipal and state charters granted Jan. 1, 1902. This company was organized by the syndicate which, in Sept., 1900, purchased the property of the Paris Ry. Co. with the purpose of converting its motive power to electricity and making other necessary improvements.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized and issued, $100,000; in escrow, $25,000; denom. $500; dated Jan. 1, 1902, due 1932; int. payable at office of St. Louis Trust Co. of St. Louis, Mo., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric). 6; gauge, 4 ft. 8½ in.; 60 lb. rail; 6 motor cars; St. Louis Corliss engines, Gen. Elec. dynamos and motors, 300 H. P. station plant, American cars.

OFFICERS.—Pres. & Gen. Man. F. N. Stormout Sec. John A. Porter, Treas. W. F. Little, Supt. Robt. F. Grimes.

GENERAL OFFICE, 210 Wall St., Paris, Tex.

Date of information, Mar., 1902. z

PARKERSBURG, W. VA.

Population in 1880, 6,582, in 1890, 8 408, in 1900, 20,000.

Parkersburg & Interurban Railroad Co.—This is a consolidation of the Parkersburg & Marietta Ry. Co. and the Parkersburg Gas, Electric Light & Street Ry. Co., which was chartered May 18, 1895, for 50 years; municipal franchise granted Nov. 10, 1897, for 50 years. This company also owns the gas and electric lighting plants of Parkersburg.

CAPITAL STOCK, authorized, $500,000, issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Mar. 1, 1898, due 1938; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Mercantile Trust & Deposit Co., of Baltimore, Md., trustee of mortgage

NOTE.—These bonds may be called for payment after Mar. 1, 1918, on two weeks' notice, at par and accrued interest.

OPERATION.—The following figures include reports of street railway and electric lighting properties for year ending Dec, 31,

	1899.	1900.
Receipts from passengers	$47,022	$54,805
" other sources	33,961	36,667
" total	80,983	91,472
Operating expenses	38,261	44,916
Earnings from operation	42,722	46,556
Deductions from earnings.		
Interest on bonds	7,500	7,500
" " floating debt	711	571
Taxes	2,035	2,040
Net earnings	32,475	36,445
Dividends paid	9,000	8,250
To surplus account	23,475	28,195
Total surplus account	43,553	71,388
Per cent op. exp. to total receipts	47.3	49.2

BALANCE SHEET.—Dated Dec. 31,

	1899.	1900.
ASSETS.		
Cost of road	$138,030	$139,079
" equipment	21,894	24,792
Other permanent investments	177,826	216,891
Bills and accounts receivable	10,112	16,864
Material and supplies	7,463	1,540
Other assets	239	
Total	$355,563	$399,166
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	150,000	150,000
Bills and accts. payable	9,782	26,646
Other liabilities	2,229	1,132
Profit and loss (surplus)	43,553	71,388
Total	$355,563	$399,166

PLANT AND EQUIPMENT.—Miles of track (electric), 8.5; 17 motor cars; 1,000 H. P. station plant; Buckeye and West. engines; West. dynamos and motors; American, Jewett and Jackson & Sharp cars; Diamond and Lord Baltimore trucks.

OFFICERS.—Pres. and Gen. Man. C. H. Shattuck, V. Pres. C. C. Martin, Sec. W. W. VanWinkle, Treas. J. M. Jackson, Jr., Supt. Geo. W. Switzer.

DIRECTORS.—C. H. Shattuck, C. C. Martin, J. N. Camden, Jas. Wetherill, W. N. Chancellor, S. D. Camden, J. M. Jackson, John Busch, W. W. VanWinkle.

GENERAL OFFICE. Parkersburg, W. Va.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Dec., 1901. d

PASADENA, CAL.

Population in 1880, 391, in 1890, 5,000, in 1900, 12,000.

Los Angeles & Pasadena Electric Railway Co.—This is a reorganization of the Pasadena & Los Angeles Electric Ry. Co. This road is controlled by the Los Angeles Ry. Co., through ownership of stock. In 1899, the capital stock of this company was acquired by the Los Angeles Ry. Co., in consideration for that company's guarantee of payment of the principal and interest of this company's bonds. Early in 1902 this company was absorbed by the Pacific Electric Ry. Co.

CAPITAL STOCK, authorized, $1,000,000, issued, $688,400; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000, issued, $750,000; dated Jan. 1898, due 1928, denom. $1,000; int. payable Jan. and July, at office of Chase National Bank, of New York City, or at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 80; gauge, 3 ft. 6 in.; 40 lb. and 50 lb. T rail; 85 cars; Ball & Wood engines, West. and Gen. Elec. dynamos, West. motors, American and Pullman cars, McGuire trucks.

OFFICERS.—Pres. & Gen. Man. C. W. Smith, V. Pres. P. M. Green, Sec. Asst. Gen. Man. & Pur. Agt. W. H. Smith, Treas. I. W. Hellman, Man. allied lines Epps Randolph, Actg. Audr. S. C. Baxter, Supt. of Trans. F. H. Jones, Ch. Engr. G. E. Pillsbury, Asst. Engr. G. J. Kuhrt's, Elecn. S. H. Anderson, Ch. Engr. of Power Station, J. W. McCulley, Storekeeper A. H. Wood, M. Mech. A. E. Hathaway.

DIRECTORS.—P. M. Green, F. C. Bolt, C. W. Smith, M. H. Sherman, Andrew McNally, Epps Randolph, J. A. Muir.

GENERAL OFFICE, Pasadena, Cal.

REFERENCE.—Description of road (brief), Vol. XII, Feb., '96, p. 92 (ill.).

Date of information, Mar., 1902. d z

Pasadena & Mt. Lowe Railway Co.—This company is the successor, by purchase, to the Pasadena & Mt. Wilson Ry. Co. This road is now a part of the Pacific Electric Ry. system.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $500,000, dated 1899, due 1929; int. payable semi-annually.

PLANT AND EQUIPMENT.—Miles of track, 9; operated by electricity, 7.5, by cable, 1.5; gauge, 3 ft. 6 in.; 11 cars, of which 5 are motor cars, 2 grip cars and 4 trail cars; Gen. Elec. dynamos and motors; Pelton water wheels.

OFFICERS.—Pres. H. E. Huntington, V. Pres. Ch. de Guigne, Sec. E. B. Holliday, Treas. I. W. Hellman, Gen. Man. allied lines Epps Randolph, Man. & Pur. Agt. W. H. Smith, Actg. Audr. S. C. Baxter, Supt. of Trans. F. H. Jones, Ch. Engr. G. E. Pillsbury, Ch. Elecn. S. H. Anderson, Mast. Mech. A. E. Hathaway.

GENERAL OFFICE, Los Angeles R. R. Co., Los Angeles, Cal.

REFERENCES.—Description of road, Vol. IX, July, '93, p. 462 (ill.); description of opening, Vol. IX, Aug., '93, p. 513 (ill.).

Date of information, Mar., 1902. z

Please note date of information at end of each report.

PATCHOGUE, N. Y.

Patchogue & Port Jefferson Traction Co.—Chartered Feb. 14, 1896, to build an electric railway from Patchogue to Port Jefferson, 15 miles in length. Annual meeting last Wednesday in January.

CAPITAL STOCK, authorized $400,000, issued, $300,000; par value, $100 per share.

OFFICERS.—Pres. Edwin Bailey, V. Pres. O. T. Fanning, Sec. & Treas. Charles Sherwood, 35 John St., Bridgeport, Conn.

DIRECTORS.—J. B. Swezey, Edwin Bailey, Edwin Jchauhoncht, Patchogue, N. Y.; O. T. Fanning, Chas. A. Tooker, Thos. O'Donnell, Port Jefferson, N. Y; Chas. Sherwood, Frank Miller, David F. Read, Bridgeport, Conn.

GENERAL OFFICE, Patchogue, N. Y.

Date of information, Dec., 1901. b

PATERSON, N. J.

Population in 1880, 51,031, in 1890, 78,347, in 1900, 105,171.

Paterson Railway Co.—Chartered 1888, as a consolidation of five companies previously operating horse railways in Paterson. In Nov., 1899, this company became a part of the Jersey City, Hoboken and Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

Paterson Central Electric Railroad Co.—Chartered 1892. This is a consolidation of the Paterson Central Ry. Co. and the Central Electric Ry. Co. This road was placed in the hands of receivers in Jan., 1898, and in Nov., 1899, became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

Paterson Horse Railroad Co.—In Nov., 1899, this company became part of the Jersey City, Hoboken & Paterson Ry. Co.'s system, Hoboken, N. J.

Date of information, Jan., 1901. z

PEEKSKILL, N. Y.

Population in 1880, 6,893, in 1890, 9,676, in 1900, 10,358.

Peekskill Lighting & Railroad Co.—Incorporated July, 1900. This company is a consolidation of the Peekskill Gas Light Co., the Peekskill Lighting Co., the Peekskill Electric Light & Power Co. and the Peekskill Traction Co., and comprises all the gas, electric light and street railways of Peekskill. The road was placed in operation to Lake Mohegan (6 miles) about July 30, 1899, remaining in the hands of contractor by breach of contract on the part of the traction company. In Oct., 1899, a receiver was appointed and on May 10, 1900, the entire property was sold at receiver's sale to H. Hobart Porter, Jr., subject to all claims, judgments, etc., and possession taken by him. On Sept. 1, 1900, the property was sold to the Peekskill Lighting & Railroad Co., which is now the owner in possession of and operating the road.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $750,000, issued, $425,000; dated Oct. 1, 1900, due 1930; denom. $1,000; coupon, but may be registered; whole issue only, subject to call at 110 after Oct. 1, 1905; sinking fund at $10.80 per bond outstanding begins 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$27,566
" " other sources	16,370
" total	43,936
Operating expenses	19,324
Earnings from operation	24,611
Deductions from earnings.	
Interest	19,736
Taxes	1,065
Net income	3,809

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 3,163
Transportation expenses	14,806
Maintenance of way and structures	607
Maintenance of equipment	748
Total	$19,324

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	
Passengers carried	575,495
Car miles run	153,768
Total receipts per car mile	$.286
Operating expenses per car mile	.125

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$775,000	Capital stock	$350,000
Cash on hand	12,417	Funded debt	425,000
Current assets	2,603	Accrued interest	5,313
		Accounts payable	5,826
		Profit and loss (surplus)	3,810
Total	$790,019	Total	$790,019

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 56 lb. rail; 12 motor cars, 1 snow plow.

OFFICERS.—Pres. & Gen. Man. B. B. Nostrand, Jr., Sec. Alfred Ely, Treas. H. Hobart Porter, Jr. Supt. of Trans. L. C. Seelye.

DIRECTORS.—B. B. Nostrand, Jr., H. L. Armstrong, Peekskill, N. Y.; E. N. Sanderson, Francis Blossom, Brooklyn, N. Y.; H. Hobart Porter, Jr., Laurence, L.I.; Richmond Talbot, Tuxedo, N.Y.; Alfred Ely, Wm. M. Crane, New York City; G. H. Warner, Roselle, N. J.

GENERAL OFFICE, Peekskill, N. Y.

TREASURER'S OFFICE, 31 Nassau St., N. Y. City.

Date of information, Jan., 1902. b z

PENN YAN, N. Y.

Population in 1880, 3,475, in 1890, 4,254, in 1900, 4,650.

Penn Yan, Keuka Park & Branchport Railway.—Chartered Feb. 23, 1897.

CAPITAL STOCK, authorized, $100,000; issued, $90,000; par value $100 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold bonds, authorized and issued, $100,000; dated Aug. 2, 1897, due 1917; denom, $500; int. payable Feb. and Aug.; American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$15,437	$12,866	$12,516	$20,180
" " other sources	125	8,151	9,767	213
" total	15,562	21,017	22,283	20,393
Operating expenses	9,897	17,228	16,890	16,570
Earnings from operation	5,665	3,789	5,393	3,823
Deductions from earnings.				
Interest	4,583	5,000	5,000	5,390
Taxes	23	356	1,648	1,215
Net income	1,059	*1,567	1,255	*2,783
To surplus account	1,059	*508	*1,763	*4,546

*Deficit

OPERATING EXPENSES.

Year ending Jnne 30, 1901.	
General expenses	$ 2,043
Transportation expenses	12,234
Maintenance of way and building	1,041
Maintenance of equipment	1,253
Total	$16,570

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	246,188	294,496	249,662	265,590
Car miles run	80,879	108,815	86,266	100,382
Total receipts per car mile	$.192	$.193	$.258	$.203
Operating expenses per car mile.	.110	.158	.195	.165

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.
Cost of road	$155,000	$155,000	$156,400
Cost of equipment	45,000	45,000	45,920
Cash	3,142	1,575	297
Profit and loss (deficit)		508	1,763
Total	$203,142	$202,083	$204,380
LIABILITIES.			
Capital stock	$ 90,000	$ 90,000	$90,000
Funded debt	100,000	100,000	100,000
Interest	2,083	2,083	2,083
Loans	10,000	10,000	10,000
Accounts payable			2,297
Profit and loss (surplus)	1,059		
Total	$203,142	$202,083	$204,380

PLANT AND EQUIPMENT.—Miles of track (electric), 9.25; gauge, 4 ft. 8½ in.; 70 lb. T. rail; 6 motor cars; Slater engines, Dillon boilers, Walker dynamos, West. motors.

OFFICERS. — Pres. W. S. Reed, 1st V. Pres. & Supt. C. L. B. Tylee, 2d V. Pres. H. R. Sill, Sec. & Audr. F. H. Viele, Treas. & Gen. Man. W. H. Tylee, Elecn. C. L. Bullock.

DIRECTORS.—Edward Donahue, C. L. B. Tylee, Penn Yan, N. Y.; H. R. Sill, Bluff Point, N.Y.; F. H. Viele, W. H. Tylee, O.W. Rugg, Worcester, Mass.; W. S. Reed, C. E. Dresser, Leominster, Mass.; Geo. S. Weaver, Branchport, N. Y.

Please note date of information at end of each report.

GENERAL OFFICE, Penn Yan, N. Y.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Feb., 1901. b z

PENSACOLA, FLA.

Population in 1880, 6,845, in 1890, 11,750, in 1900 (local estimates), 17,747.

Pensacola Electric Terminal Railway Co.—Annual meeting in Mar. This is an electric and steam road, the steam division serving two suburban settlements, the Army Post and Navy Yard.

CAPITAL STOCK, authorized, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, in escrow, (see note) $50,000. 6 p. c. preference bonds, $40,000; non-cumulative 5 p. c. income bonds, $200,000.

NOTE.—$50,000 of the first mortgage bonds are held in escrow to retire $40,000 of preference bonds.

PLANT AND EQUIPMENT.—Miles of track, 19; operated by electricity, 10, by steam, 9; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T rail; 30 cars, of which 12 are motor cars and 18 other cars; 1 dummy engine, 1 standard locomotive; Ball & Wood engines; West dynamos and motors, Jackson & Sharp cars, Peckham trucks.

OFFICERS.—Pres. W. H. Northup, V. Pres. A. C. Blount, Sec. & Treas. De Courcy W. Thom, Audr. L. W. Williams, Supt. J. C. Dunham, Ch. Engr. & Elecn. J. Sweeny.

DIRECTORS.—F. C. Brent, De C. W. Thom, A. H. Taylor, W. H. Northup, A. C. Blount, Jr., W. H. Knowles, J. C. Dunham.

GENERAL OFFICE, Pensacola, Fla.

TREAS. OFFICE, 119 E. Baltimore St., Baltimore, Md.

Date of information, Jan., 1902. z

PEORIA, ILL.

Population in 1880, 29,259, in 1890, 41,024, in 1900, 56,100.

Central Railway Co.—Chartered Mar. 31, 1888. This company is a consolidation, on May 16, 1889, of the Central City Horse Ry. Co., the Central Horse & Cable Ry. Co., the Peoria Horse & Cable Ry. Co. Since the original consolidation, the East Bluff Peoria Horse Ry. Co., the Peoria Rapid Transit Co., the Lakeside Electric Ry. Co. and the Richmond Street Ry. Co. have been consolidated with this company. In Aug., 1895, the Fort Clark Street Ry. Co. was also absorbed.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $500,000, in escrow, $250,000; dated Oct. 1, 1895, due Apr. 1, 1915; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

NOTE.—$250,000 of the first mortgage bonds are held in escrow to provide for future extensions and betterments to the extent of 75 p. c. of their actual cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 61; gauge, 4 ft. 8½ in.; 60 lb. to 80 lb. T and girder rail; 150 cars, of which 100 are motor cars and 50 trail cars; Allis engines, Gen. Elec. dynamos and motors. American, Laclede and St. Louis cars.

OFFICERS.—Pres. Walter Barker, V. Pres. Samuel Woolner, Jr., Sec. J. N. Ward, Treas. H. J. Woodward, Gen. Man. & Pur. Agt. John Finley, Supt. Peter Brady.

GENERAL OFFICE, 622 S. Adams St., Peoria, Ill.

REFERENCE.—Description of road brief, Vol. VI, Jan., '90, p. 13 (ill.).

Date of information, Feb., 1901. z

Peoria & Prospect Heights Railway Co.—This company is the successor to the Glen Oak & Prospect Heights Ry. Co., which was a consolidation of the Glen Oak & Prospect Heights Ry. Co. and the Peoria Northeastern Ry. Co. Municipal franchise granted Aug., 1896, for 20 years. Annual meeting second Friday in Nov.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.20; gauge, 4 ft. 8½ in.; 76 lb. rail; 15 motor cars; 300 H. P. station plant; Bates-Corliss engine, Westinghouse dynamos and motors, St. Louis cars, McGuire trucks.

OFFICERS.—Pres. John Finley, V. Pres. Walter Barker, Sec. & Treas. J. M. Wood, Supt. C. Wilson.

GENERAL OFFICE, Peoria, Ill.

Date of information, Feb., 1901. z

Peoria & Pekin Terminal Railway Co.—This company was incorporated as the Peoria & Pekin Traction Co., which was chartered Aug. 26, 1897, for 50 years. Municipal franchise granted Oct. 15, 1898, for 30 years. Annual meeting third Tuesday in Jan. The company leases the Peoria Terminal Ry. for 50 years, from Dec., 1897. Cars are run from Peoria to South Peoria on the tracks of the Central Ry. Co.

CAPITAL STOCK, authorized, $700,000, issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $632,000, in treasury (see Note), $100,000; dated Jan. 1, 1900, due 1930; denom. $1,000; int. payable Jan. and July, at office of United States Mortgage & Trust Co., of New York City, trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and permanent improvements.

PLANT AND EQUIPMENT.—Miles of track (electric and steam), 32; gauge, 4 ft. 8½ in.; 70 lb. rail; 15 passenger cars, of which 5 are motor cars and 10 trail cars; 75 freight cars; three 60-ton locomotives; 800 H. P. station plant; Buckeye engines, Gen. Elec. dynamos and motors.

OFFICERS.—Pres. T. J. Miller, V. Pres. W. H. Trumbull, Sec. & Gen. Man. L. E. Myers, Treas. P. L. Saltonstall, Supt. N. C. Drapef, Ch. Engr. N. D. Monserrat, Traffic Man. Guy W. Talbot.

DIRECTORS.—T. J. Miller, W. T. Irwin, Benj. Warren, Jr., Peoria, Ill.; W. H. Trumbull, P. L. Saltonstall, Boston, Mass., Everett W. Wilson, Pekin, Ill.; L. E. Myers, Chicago, Ill.

GENERAL OFFICES, Union Depots, Peoria and Pekin, Ill.

REFERENCES.—Increase of stock, Vol. XIV, Feb., '98, p. 84; description of road, Vol. XVI, Feb. 3, '00, p. 134-141 (ill. and map); description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Jan., 1902. z

PERRY, N. Y.

Population in 1900, 2,763.

Perry, Castile, Silver Springs & Pike Railway Co.—Chartered May 9, 1899. This road is now under construction.

CAPITAL STOCK, authorized, $200,000, issued, $20,300.

PLANT AND EQUIPMENT.—Miles of track (electric), 20.

OFFICERS.—Pres. J. M. Duncan, V. Pres. M. H. Ohlin, Sec. G. S. Va 1 Gorder, Treas. A. O. Skiff.

DIRECTORS.—J. M. Duncan, J. H. Duncan, Silver Springs, N.Y.; M. H. Ohlin, J. C. Lillibridge, G. M. Fraber, Perry, N. Y.; M. N. Cole, J. H. Van Arsdale, Castile, N. Y.; A. O. Skiff, H. O. Brown. F. H. Lyon, G. S. Van Gorder, Pike, N. Y.

GENERAL OFFICE, Silver Springs, N. Y.

Date of information, Sept., 1901. b

PERTH AMBOY, N. J.

Population in 1880, 4,808, in 1890, 9,512, in 1900, 17,699.

Raritan Traction Co.—This company is successor to the Perth Amboy R. R. Co.

CAPITAL STOCK, authorized and issued, $740,000.

OPERATION.—Year ending Dec. 31,	1900.	1901.
Gross receipts	$16,692	$32,945
Total expenses	11,213	26,952
Net income	5,479	5,993
Dividends		5,000
Surplus		993

OFFICERS.—Pres. Adolph Lewisohn, V. Pres. C. J. Wittenberg, Sec. & Treas. J. C. McCoy, Supt. W. G. Rock.

INCORPORATORS.—J. C. McCoy, Perth Amboy; Edward Q. Keasby, Morristown, and Geo. M. Keasby, Newark, N. J.

Date of information, Feb., 1902. b

PETALUMA, CAL.

Population about 4,000.

Petaluma Street R. R. Co.—The properties of this company were sold at foreclosure sale in 1900 to the Wickersham Banking Co., which now operates the road.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft. 8½ in.; 35 lb. T rail; 4 cars, 4 horses,

Date of information, Jan., 1902. z

PETERBOROUGH, ONT.

Population about 12,000.

Peterborough & Ashburnham Street Railway Co., Ltd.—This road is not at present being operated. The directors intend to reorganize and extend the line.

CAPITAL STOCK, authorized, $200,000, issued, $47,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, electric, 4; gauge, 4 ft. 8½ in., 56 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Canadian Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. T. E. Bradburn, V. Pres. Fred. Nicolls, Sec. A. P. Poussete.

GENERAL OFFICE, Peterborough, Ont.

Date of information, Jan., 1902. z

PETERSBURG, VA.

Population in 1880, 21,656, in 1890, 22,680, in 1900, 21,810.

South Side Railway & Development Co.—This company is a consolidation in Feb., 1899, of the Petersburg Electric Railway Co., which was chartered, 1896, as the Piedmont Traction Co., the Upper Appomattox Co. and the Virginia Traction Co. The new company also owns the electric lighting system of Petersburg and vicinity, and operates its plants by water power from the Appomattox Co., which it entirely controls. The railway having been entirely rebuild and re-equipped was placed in operation in Aug., 1899.

CAPITAL STOCK, $500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000; issued, $600,000; in treasury, $400,000; dated Mar., 1899, due 1949; denom. $1,000; int. payable Mar. and Sept.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4ft. 8½ in.; 45 lb. center-bearing & 56 lb. T rail; 33 cars, of which 29 are motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Jones and Lewis & Fowler cars.

OFFICERS.—Pres. R. Lancaster Williams, Richmond, Va.; Sec. & Treas. Chas. H. Davis, Gen. Man. A. F. Edwards.

GENERAL OFFICE, Petersburg, Va.

Date of information, Mar., 1900. z

PHILADELPHIA, PA.

Population in 1880, 847,170, in 1890, 1,046,964, in 1900, 1,293,697.

Union Traction Co.—Chartered Sept. 13, 1895, as a consolidation of the People's Traction Co., and the Electric Traction Co. This company leases for 999 years the rights, franchises and property of the Philadelphia Traction Co., at a net rental of 8 p. c. ($4 per share) per annum, payable in gold, free of taxes, together with interest on the lessor's funded debt, direct and guaranteed, and the guaranteed dividends on the stocks of its leased corporations. On July 1, 1896, the Union Traction Co. leased the People's Traction Co. and the Electric Traction Co., for 998 years, at an annual rental equivalent to fixed charges, this change being made to simplify accounts. This company also leased the Lindley Avenue, Fisher's Lane & Frankford & Fairmount Ry. Co. on Jan. 1, 1901, for 990 years, and the Germantown & Fairmount Park Ry. Co. on June 15, 1901, for 990 years.

The Union Traction Co. now operates under leases (direct or indirect), by ownership or by operating contracts the following street railway properties, with an aggregate mileage of 457 miles of track.

PEOPLE'S TRACTION SYSTEM.	CAPITAL STOCK. Issued.	Paid in.	Funded Debt.
Centennial Pass. Ry. Co.	$ 15,000	$ 15,000	$
Chelten Ave. Pass. Ry. Co.	39,000	39,000	
Germantown Pass. Ry. Co.	1,500,000	572,860	67,500
Girard Ave. Ry. Co.	5,000	5,000	
Green & Coates Sts. Phila. Pass. Ry. Co.	500,000	150,000	
Northern Pass. Ry. Co.	15,000	15,000	
People's Pass. Ry. Co.	2,250,000	1,017,402	1,075,000
Philadelphia, Cheltenham & Jenkintown Pass. Ry. Co.	60,000	60,000	
ELECTRIC TRACTION SYSTEM.			
Citizens' Clearfield & Cambria St. Ry. Co.	6,000	6,000	
Citizens' East End St. Ry. Co.	15,000	15,000	
Citizens' Pass. Ry. Co.	500,000	192,500	
Frankford & Southwark Phila. City Pass. R. R. Co.	1,875,000	1,875,000	282,100
Lehigh Ave. R. R. Co.	1,000,000	600,000	
Second & Third Sts. Pass. Ry. Co.	1,060,200	771,076	
PHILADELPHIA TRACTION SYSTEM.			
	CAPITAL STOCK. Issued.	Paid in.	Funded Debt.
Philadelphia Traction Co.	20,000,000	20,000,000	944,000
Catherine & Bainbridge Sts. Ry. Co.	400,000	400,000	150,000
Continental Pass. Ry. Co.	1,000,000	580,000	290,000
Empire Pass. Ry. Co.	600,000	600,000	200,000
Huntington St. Connecting Ry. Co.	6,000	6,000	
Kessler St. Connecting Pass. Ry. Co.	5,000	5,000	
Marshall St. Ry. Co.	250,000	25,000	
Philadelphia City Pass. Ry. Co.	1,000,000	475,000	300,000
Philadelphia & Darby Ry. Co.	200,000	200,000	100,000
Phila. & Gray's Ferry Pass. Ry. Co.	617,500	309,707	
Ridge Ave. Connecting Ry. Co.	6,000	6,000	
Ridge Ave. Pass. Ry. Co.	750,000	420,000	
Schuylkill River Pass. Ry. Co.	500,000	50,000	
Seventeenth & Nineteenth Sts. Pass. Ry. Co.	500,000	250,000	100,000
Thirteenth & Fifteenth Sts. Pass. Ry. Co.	1,000,000	334,529	500,000
Twenty-Second St. & Allegheny Ave. Pass. Ry. Co.	1,000,000	500,000	700,000
Union Pass. Ry. Co.	1,500,000	925,000	750,000
Walnut St. Connecting Pass. Ry. Co.	50,000	50,000	
West Phila. Pass. Ry. Co.	750,000	750,000	996,000
HESTONVILLE SYSTEM.			
Hestonville, Mantua & Fairmont Pass. Ry. Co.	3,033,900	3,033,900	1,250,000
Fairmont Park & Haddington Pass. Ry. Co.	300,000	300,000	
Totals	$42,308,600	$34,553,974	$7,704,600

Capital Stock, authorized, $30,000,000, issued, 599,995 shares, paid in $10,499,913 ($17.50 per share); par value, $50 per share. Under the consolidation agreement the stockholders of the Electric Traction Co., the People's Traction Co. and the Philadelphia Traction Co. were privileged to subscribe to the stock of the Union Traction Co. in proportion to their several holdings.

Funded Debt.—The direct funded indebtedness of the Union Traction Co. is $35,532,846, as follows:

4 p. c. collateral trust gold certificates, authorized, $29,735,000; issued, $29,724,876; dated Oct. 1, 1895, due 1945; denom. $100 and $1,000; int. payable, free of taxes, Apr. and Oct., at Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000, issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee.

Note.—The certificates of 1945 are guaranteed, principal and interest, by the Union Traction Co., and are to be secured by the deposit as collateral of the entire capital stock of the Electric Traction Co. (purchased at $85 per share for "full paid" stock and $70 per share for "$30 paid" stock) and the People's Traction Co. (purchased at $76 per share, "$30 paid in").

The certificates of 1943 are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅔ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates and guarantees payment of principal and interest thereon. On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

Assumed Indebtedness.—The funded indebtedness of the companies operated by the Union Traction Co., interest on which has to be met out of the latter's earnings from operation, is $7,864,600 as per list above. For detailed description of the several bond issues, see the reports of the lessor companies.

Operation.—The following is a combination operating report of the People's Passenger Ry. Co., the Electric Traction Co., the Philadelphia Traction Co., the Hestonville, Mantua & Fairmount Passenger Ry. Co. and the Chelten Avenue Ry. Co., with all the properties under their control for the year ending June 30.

	1898.	1899.	1900.	1901.
Receipts from pass.	$11,144,483	$11,793,857	$12,996,291	$13,269,465
" other sources	82,515	242,409	253,528	162,215
" total	11,226,998	12,036,266	13,249,819	13,431,680
Operating expenses	4,608,163	4,793,366	5,624,898	5,836,185
Earnings from oper.	6,618,835	7,242,900	7,624,921	7,595,495
Deductions from earnings.				
Licenses and taxes	899,697	991,101	1,023,266	1,029,963
Interest	388,818			
Rentals	5,166,968	5,634,725	5,663,634	5,704,265
Other expenses	82,734			
Net income	80,618	617,073	938,021	861,266
Per cent. op. expenses to gross receipts	41.0	39.8	42.5	43.4

*Deficit.

Passengers carried year ending June 30, 1901, 302,225,286.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 964,993
Transportation expenses	3,479,842
Maintenance of way and buildings	696,375
" " equipment	694,975
Total	$5,836,185

Balance Sheet.—Dated June 30.

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$1,350,684	$2,075,971	$3,227,232	$3,847,868
Cost of equipment	693,510			
Stock of other Co.'s	4,808,036	5,443,352	5,516,758	5,584,091
Bonds of other Co.'s	325,000			
Real Estate		325,643	398,586	432,274
Cash on hand	41,284	946,697	216,582	194,608
Bills receivable	226,898	218,517	36,519	27,273
Due by agents	19,800	19,900	20,000	20,000
Open accounts				
Mat. and sup. on hd.	118,878	135,824	277,286	190,709
Franchise account		90,424	90,249	90,249
Sundries				
Adv'd to leased lines	4,899,133	5,256,423	5,556,839	5,880,573
Fire insurance fund	242,995	242,995	242,995	242,995
Profit and loss (deficit)				
Total	$12,726,217	$14,755,571	$15,583,046	$16,510,641

Please note date of information at end of each report.

MAP OF

MONTGOMERY

Scale: 1 inch = 1 mile

Mile circles indicate air line distances from City Hall, Broad and Market Streets.

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PREPARED AND ENGRAVED FOR AMERICAN STREET RAILWAY INVESTMENTS BY G. WM. BAIST, PHILADELPHIA

LIABILITIES.	1898.	1899.	1900.	1901.
Capital stock.....	$7,499,365	$10,499,230	$10,499,913	$10,499,913
Fxd. chgs. & taxes acc.	1,107,083	1,859,406	1,331,693	1,450,204
Loans.....	2,463,408			
Accounts payable....	87,942	116,909	140,702	111,466
Sundries.....		245,301	231,390	
Main. accts. accrued..	191,531		274,255	382,265
Accrued insurances...	1,198	17,762	13,305	12,400
Open accounts.....	1,324,328	1,333,773	1,731,474	800,000
Open accts. due leased lines in 999 years, without interest....				1,004,102
Deposits of underlying companies				215,791
Trustee accounts.....				120
Profit and loss (surp.).	51,363	683,190	1,360,314	2,034,381
Total.....	$12,726,217	$14.755,571	$15,583,046	$16,510,641

Plant and Equipment.—Miles of track (electric), 457.36; 3,082 motor cars.

Officers.—Pres. & Gen. Man. John B. Parsons, 1st V. Pres. Geo. D. Widener, 2nd V. Pres. & Asst. Gen. Man. Chas. O. Kruger, Sec. & Treas. R. B. Selfridge, Asst. Sec. & Treas. John B. Peddle, Comptroller Alex. Rennick, Gen. Supt. Walter Ellis, Supt. of Transportation James Bricker, Ch. Engr. W. S. Twining, Elecns. F. H. Lincoln, C. Hewitt.

Directors—J. J. Sullivan, Geo. D. Widener, Peter A. B. Widener, Wm. H. Shelmerdine, Alfred Smith, A. M. Fox, John B. Parsons, Wm. L. Elkins, Thomas Dolan, Geo. W. Elkins, Alex. Balfour, Charles O. Kruger, all of Philadelphia, Pa.

General Office, Eighth and Dauphin Sts.

References.—Operating detail (brief), Vol. XII, May, '96, p. 290 (ill.); description of road (brief), Vol. XII, Oct., '96, p. 604; fire (brief), Vol. XIII, Apr., '97, p. 237; operating detail, Vol. XIII, May, '97, p. 293 (ill.); change in organization, Vol. XIII, Sept., '97, p. 556; sale of stock, Vol. XIII, Dec., '97, p. 870; roadway department, Vol. XV, Feb., '99, p. 83 (ill.); electrical and repair shop practice, Vol. XV, Jan., '99, p. 21 (ill.); splicing cars, Vol. XV, Sept., '99, p. 571 (ill.); notes on system, Vol. XVII, Mar. 6, '01, p. 420 (ill.); description of park, Vol. XVII, June 1, '01, p. 662; claim department work, Vol. XVIII, July 27, '01, p. 103; printing office, Vol. XVIII, Aug. 17, '01, p. 188 (ill.); waiting pavilion, Vol. XIX, Jan. 25, '02, p. 100 (ill.).

Date of information, Mar., 1902. z

For map of system see inset between pages 212 and 213.

Philadelphia Rapid Transit Co.—It was stated in Mar., 1902, that a company bearing this name would shortly be incorporated by J. Edward Ryan, Wm. E. Slack, James L. Brusstar, W. T. C. Sanders and Albert Jeffrey, all associated with John E. Mack, the holder of the charters for surface and elevated railways in Philadelphia. It is understood that this is the company which will succeed the Union Traction Co. and the charter holding companies, if the lease is authorized. The terms for the lease of the Union Traction Co. are as follows, and a meeting of the directors has been called for May 5 to ratify the plan.

The property and franchises of the Union Traction Co. are to be leased for a period of 999 years, from July 1, 1902, to a new traction company about to be incorporated with a capital of $30,000,000, which company is also to acquire the rapid transit franchises recently granted, the terms of the lease being a rental of $1.50 per share per annum for the first two years; $2 per share per annum for the next two years; $2.50 per share per annum for the next two years, and $3 per share thereafter.

"There is to be reserved to the stockholders of the Union Traction Co. the right to take one share of stock of the new company for each four shares of stock of the Union Company. The board decided unanimously to recommend the acceptance of the proposition to the stockholders. This meeting also passed upon the question of funding the floating debt of the company, which will amount to about $1,500,000." Mr. Mack and his associates secured from the City Councils the right to operate cars on all streets not occupied by the tracks of the Union Traction Co., which company controls all of the lines in the city. They also obtained franchises authorizing the construction of a subway and an elevated railroad in Market Street, one of the two principal business thoroughfares of the city, and to lay tracks in Broad Street.

LEASED LINES.

Catharine & Bainbridge Streets Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., on Mar. 1, 1890, for 99 years. On Sept. 24, 1895, the lease was amended to run for 999 years from Mar., 30, 1890, at an annual rental equivalent to the interest on the lessor's funded debt. This road is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $400,000, par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; coupon, but may be registered; dated Apr. 1, 1890, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, Thos. Dolan, J. J. Sullivan, Jno. B. Parsons.

Date of information, Mar., 1902. z

The Centennial Passenger Railway Co.—Chartered, May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 21, 1893. This road is now operated by the Union Traction Co.

Capital Stock, authorized, $15,000, paid in, $15,000.

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Mar., 1902. z

Chelton Avenue Passenger Railway Co.—Chartered May 20, 1889. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from Apr. 1, 1895. On July 1, 1896, this road was leased to the Union Traction Co. at a guaranteed dividend of 6 p. c. on the par value of the capital stock actually issued.

Capital Stock, authorized, $78,000, issued, $39,000; par value, $50 per share.

Operation.—Included in report of the People's Passenger Ry. Co. (which see).

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Mar., 1902. z

Citizens' Clearfield & Cambria Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1895 by the Electric Traction Co.

Leased, on July 1, 1896, to the Union Traction Co. for 999 years at an annual rental of 6 p. c. upon the capital stock actually issued.

Capital Stock, issued, $6,000.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith.

Date of information, Mar., 1902. z

Citizens' East End Street Railway Co.—Chartered May 10, 1894. This road was constructed in 1896 by the Electric Traction Co.

Leased, on July 1, 1896, to the United Traction Co., for 999 years at a guaranteed dividend of 6 p. c. per annum upon the capital stock actually issued.

Capital Stock, issued, $15,000, paid in, $15,000.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, W. H. Shelmerdine, Alfred Smith.

Date of information, Mar., 1902. z

Citizens' Passenger Railway Co.—Chartered Mar. 25, 1858. Annual meeting second Monday in Jan.

Capital Stock, authorized and issued, $500,000, paid in, $192,500; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July, Oct.

Leased, on August 17, 1893, to the Electric Traction Co. (originally, on April 1, 1892, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years at an annual rental running from $115,000 in 1893 to $140,000 in 1899 and thereafter.

This lease is now assigned to the Union Traction Co.

Officers.—Pres. Chas. S. Ellis, Sec. & Treas. Wm. F. King.

Directors.—Richard M. Hartley, Frank H. Ellis, Jno. H. Sloan Jno. McCarthy, Jas. F. McLaughlin.

Date of information, Mar., 1902. z

The Continental Passenger Railway Co.—Chartered Sept. 3, 1873. Annual meeting second Monday in Jan.

Leased, on Jan. 1, 1880, to the Union Passenger Ry. Co. for 99 years, at a rental equivalent to fixed charges and a dividend of 12 p. c. on capital stock ($6 per share, $120,000 per annum); now controlled by the Philadelphia Traction Co., and operated by the Union Traction Co.

This company leased the Seventeenth & Nineteenth Streets Passenger Ry. Co. on July 1, 1879, for 99 years.

Capital Stock, authorized and issued, $1,000,000, paid in, $580,000 ($29 per share); par value, $50 per share. Dividends 12 p. c., payable Jan. and July.

Please note date of information at end of each report.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $290,000; dated June 30, 1879, due July 1, 1909; denom. $500 and $1,000; int. payable Jan. and July, at office of Land Title & Trust Co.; trustees of mortgage, Wm. Elliot and Wm. H. Kern.

Note.—The first mortgage bonds may be drawn at the rate of $20,000 per annum, after June 30, 1884.

Foreclosure proceedings may be instituted by holders of $1,000 in bonds upon default of principal or interest.

Officers.—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Geo. D. Widener, Clay Kemble, Wm. J. Elliott, Geo. W. Elkins.

Date of information, Mar., 1902. z

The Electric Traction Co. of Philadelphia.—Chartered May 8, 1893. Annual meeting in Oct.

The company owns 10,001 shares of the capital stock of the Omnibus Co. General (now dissolved) and 10,100 shares of the capital stock of the Lehigh Avenue Ry. Co. It controls by original and assigned leases the Frankford & Southwark Philadelphia City Pass. R. R. Co. (including Lombard & South Street Pass. Ry. Co., not now in existence), Citizens' Pass. Ry. Co., Second & Third Streets Pass. Ry. Co. The company has constructed and operates the lines of the Citizens' East End Street Ry. Co. and the Citizens' Clearfield & Cambria Street Ry. Co. It has also done some preliminary work for the Citizens' North End Street Ry. Co. and the Brown & Parrish Street Ry. Co.

For details of capitalization and terms of leases, etc., see report of the Union Traction Co.

Lease.—This system, including all the lines named above, was leased to the Union Traction Co., on July 1, 1896, for 998 years and 3 months. The Union Traction Co. had previously (on Oct. 1, 1895) purchased a large controlling interest in the capital stock of this company, exchanging therefor its own trust certificates. (See Union Traction Co.)

Capital Stock, authorized, $8,750,000 (by vote of stockholders), issued, $8,297,920; par value, $50 per share. (See note above.)

Funded Debt.—The company has no direct funded indebtedness, but has assumed the outstanding bonds of other companies to the amount of $282,100.

Operation.—(See Union Traction Co.)

Officers.—Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Alex. M. Fox, Thomas Dolan, Chas. E. Ellis, Jas. H. Gray, M. W. Lipper, Horace T. Potts, Jno. L. Clawson.

References.—Description of road, Vol. X, Jan., '94, p. 9 (ill.); Vol. X, Oct., '94, p. 607 (ill); description of cars, Vol. X, May, '94, p. 289 (ill.); description of road, Vol. XI, June, 95, p. 393 (ill.); description of South St. power station, Vol. XI, Oct., '95, p. 655 (ill.); description of repair shop, Vol. XI, Dec., '95, p. 787 (ill.).

Date of information, Mar., 1902. z

Empire Passenger Railway Co.—Chartered Feb. 10, 1869. Annual meeting first Monday in Jan.

Leased to Philadelphia Traction Co. (originally to the Citizens' Pass. Ry. Co. and Seventeenth & Nineteenth Streets Pass. Ry. Co., jointly, on Dec. 26, 1873), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $600,000; par value, $50 per share.

Funded Debt.—First mortgage 3½ p. c. coupon bonds, authorized and issued, $200,000; dated July 1, 1900, due July 1, 1930; denom. $500; int. payable Jan. and July, at office of Land Title & Trust Co., trustee of mortgage.

Officers.—Pres. Geo. D. Widener, Sec. & Treas. Alex. Rennick.

Directors.—Wm. L. Elkins, P. A. B. Widener, Geo. D. Widener, J. B. Parsons, Thomas Dolan.

Date of information, Mar., 1902. z

Fairmount Park & Haddington Passenger Railway Co.—Chartered July 28, 1892.

Leased to the Hestonville, Mantua & Fairmount Passenger Ry. Co. May 6, 1895, for the term of 999 years, at a guaranteed rental of 6 p. c. on the capital stock of the company. Operated by Union Traction Co. under this lease, since Jan. 27, 1898.

Capital Stock, $300,000.

Funded Debt.—None.

Officers.—Pres. Isaac Blum, Sec. & Treas. W. P. Sinnett.

Directors.—Isaac Blum, Samuel Y. Hebner, Geo. D. McCreary, Simom J. Martin, Martin V. Burton, J. R. Foulke.

General Office, 1107 Market St., Philadelphia.

Date of information, Mar., 1902. z

Frankford & Southwark Philadelphia City Passenger Railroad Co.—Chartered Apr. 4, 1854, under the name of the Philadelphia & Delaware River R. R. Co. Title changed by act of Assembly, Apr. 9, 1858. In Apr., 1892, this company leased the Citizens' Passenger Ry. Co.; in Jan., 1893, it leased the Second & Third Streets Passenger Ry. Co.; and in Apr., 1893, it acquired, by exchange of stock, the Lombard & South Street Passenger Ry. Co. Annual meeting second Monday in Jan.

Leased, with all constituent companies, on July 1, 1893, for 999 years to the Electric Traction Co. for $2,500 per annum, for organization expenses, and an annual rental running from $450,000 in 1894 to $600,000 in 1901 and $675,000 in 1903 and thereafter.

This lease is now assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,875 000; par value, $50 per share. Dividends payable quarterly, Jan., Apr., July and Oct., at company's office.

Funded Debt —Lombard & South Street Pass. R. R. Co.'s first mortgage 5 p. c. coupon bonds, authorized and issued, $150,000; dated Nov. 11, 1881, due Dec. 1, 1901; reissued for 50 years from Dec. 1, 1901, at 3½ p. c., no redemption clause; denom. $500 and $1,000; int. (free of tax), payable June and Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

West End Pass. Ry. Co.'s first mortgage 7 p. c. coupon bonds, authorized, $150,000, outstanding, $132,100; dated Oct. 1, 1875, due 1905; denom. $100 and $500; int. payable Apr. and Oct., at office of Real Estate Title & Trust Co., Philadelphia; trustee of mortgage, Philadelphia Trust, Safe Deposit & Insurance Co.

Note.—Foreclosure proceedings may be instituted on the L. & S. first mortgage bonds at the request of the holders of one-third of the amount outstanding.

Officers.—Pres. J. J. Sullivan, Sec. & Treas. R. C. Brewster.

Directors.—Alfred Smith, Chas. S. Lincoln, Edgar Fries, Geo. S. Gaudy, Alex. M. Fox, Jas. H. Gay, Chas. E. Ellis, M. W. Lipper, F. Weckerly, H. T. Potts, Jas. F. Sullivan, Jno. H. Noblit,

Date of information, Mar., 1902. z

Germantown Passenger Railway Co.—This is a consolidation, on Feb. 15, 1866, of the Fairmount Park & Delaware River Pass. Ry. Co. (originally incorporated as the Richmond & Schuylkill River Pass. Ry. Co.) and the Germantown Pass. Ry. Co. Annual meeting second Monday in June.

Leased, on Oct. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 9 p. c. on the capital stock issued ($4.50 per share, $135,000 per annum). By a new agreement made Dec. 1, 1893, the dividend was to be increased on Jan. 1, 1895, to $4.75 per share, on Jan., 1896, to $5.00 per share, and on Jan. 1, 1897, and thereafter to $5.25 per share ($157,500 per annum.) It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000; paid in $572,860; ($15 per share on 20,000 shares and $35 per share on 10,000 shares); par value, $50 per share. Dividends payable quarterly in Jan., Apr., July and Oct.

Funded Debt.—Fairmount Park & Delaware River Pass. Ry. Co.'s first mortgage 5 p. c. registered bonds, authorized, $100,000; outstanding, $67,500; dated Oct. 22, 1864, due Dec. 1, 1884, but extended to June 1, 1904; denom. $500; int. payable June and Dec. at office of Guarantee Trust & Safe Deposit Co.; trustees of mortgage, Pearson S. Peterson and David Stuart.

Note.—The first mortgage bonds are a lien upon the line on Girard Ave. running east to Frankford Ave., and returning west to Schuylkill River, being that portion of the present system originally owned by the Fairmount Park & Delaware River Pass. Ry. Co.

Foreclosure proceedings may be instituted at the request of holders of $20,000 in bonds for default in principal or interest. The first and second mortgage bonds are subject to taxation.

Officers.—Pres. Martin V. Burton, Sec. J. J. Gilroy, Treas. H. J. Delaney.

Directors.—M. V. Burton, M. Siedenbach, H. Siedenbach, C. B. Moore, Wm. Dulles, S. H. Jarden.

Date of information, Mar., 1902. z

Girard Avenue Railway Co.—Chartered May 17, 1894. Annual meeting second Monday in Jan.

Leased, on June 22, 1896, to the People's Passenger Ry. Co., for 999 years from May 30, 1895. On July 1, 1896, this road was leased to the Union Traction Co., at a guaranteed dividend of 6 p. c. on the capital stock actually issued.

Capital Stock, authorized and issued, $5,000.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—Geo. W. Elkins, J. B. Parsons, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

General Office, 8th and Dauphin Sts., Philadelphia.

Date of information, Mar., 1902. z

Green & Coates Streets Philadelphia Passenger Railway Co.—Chartered Apr. 21, 1858. Annual meeting second Monday in Jan.

Leased, on Sept. 1, 1881, to the People's Pass. Ry. Co. for 999 years at a rental equivalent to fixed charges and a dividend of 12 p. c.

per annum on the capital stock ($6 per share, $60,000 per annum). It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $150,000; par value, $50 per share. Dividends 12 p. c., payable Jan., Apr., July and Oct. by Real Estate Title, Insurance & Trust Co.

Funded Debt.—The funded debt of this company consisted of first mortgage 6 p. c. bonds, authorized and issued, $100,000; due July 15, 1898. The bonds were paid on that date and the mortgage cancelled.

Officers.—Pres. Moses A. Dropsie, Sec.& Treas. Lewis S. Renshaw.

Directors.—Gabriel E. Dropsie, Wm. Dulles, Jas. F. Sullivan, M. Siedenbach, H. Siedenbach, M. Troutman, Jos. Koch, M. V. Burton, B. F. Hart, S. H. Jarden, Jas. Buckman, Edgar Fries.

Date of information, Mar., 1902. z

Hestonville, Mantua & Fairmount Passenger Railway Co.—Chartered Apr. 6, 1859, in perpetuity. Annual meeting second Monday in Jan. On Dec. 10, 1864, the Fairmount & Arch Street Pass. Ry. Co., and on Jan. 1, 1865, the Fairmount Pass. Ry. Co. were consolidated with this company. The Fairmount Park & Haddington Passenger Ry. Co. is leased by this company.

Leased to the Union Traction Co. for 999 years from Jan. 1, 1898, at an annual rental of $110,678, being 6 p. c. on preferred stock and 4 p. c. on common stock, payable semi-annually, Jan. and July, and $3,000 for organization.

Capital Stock, authorized and issued, $2,500,000; par value, $50 per share.

6 p. c. preferred stock, $533,900; par value, $50 per share. Dividends payable Jan. and July. Preferred stock is entitled to share profits pro rata with common stock after 6 p. c. has been paid on both.

Funded Debt.—Second mortgage 6 p. c. coupon bonds, authorized and issued, $75,000; dated Mar. 1, 1882, due 1902; denom. $500; int. payable Mar. and Sept., at office of Guarantee Trust & Safe Deposit Co., trustee of mortgage.

Consolidated mortgage 5 p. c. gold bonds, authorized, $1,250,000, issued, *$1,175,000, in escrow (see Note), $75,000; dated May 1, 1894, due 1924; denom. $500 and $1,000; coupon, but may be registered; int. payable May and Nov., at office of Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Ground rents, $22,367.

$75,000 of the consolidated mortgage bonds are held in escrow to retire the two prior liens described.

Foreclosure proceedings may be instituted upon the second mortgage upon request of holders of one-third outstanding bonds for default in principal or interest.

*5 p. c. is being paid on $1,050,500, and 3½ p. c. on $124,500.

Operation.—Included in report of the Union Traction Co., (which see).

Officers.—Pres. John B. Parsons, V. Pres. W. H. Shelmerdine, Sec. & Treas. Chas. O. Kruger, Asst. Sec. & Treas. Thomas B. Foot.

Directors.—W. H. Shelmerdine, J. J. Sullivan, Joseph E. Widener, A. M. Fox, Jr.

References.—Description of road, Vol. X, Jan., '94,p. 10; Vol. X, Oct., '94, p. 606 (ill); (brief) Vol. X, June, '94, p. 356; description of power plant, Vol. X, Nov., '94, p. 721 (ill.); increase in stock and bonds, Vol. X, Mar.,'94, p. 275; annual report, Vol. X, Feb., '94, p. 146; description of power station record, Vol. XII, Apr., 96, p. 235; power station records, Vol. XIII, Sept. '97, p. 541; sale of stock, Vol. XIII, Dec. '97, p. 870; operating detail, Vol. XIV, Jan. '98, p. 13 (ill.)

Date of information, Mar., 1902. z

Huntingdon Street Connecting Passenger Railway Co.—Chartered Feb. 15, 1894.

Leased to the Philadelphia Traction Co. for 999 years from Oct, 1, 1895, at an annual rental equivalent to all taxes and license feesl the sum of $250 and a dividend of 6 p. c. per annum on the capita. stock actually issued. It is understood that this lease is now assigned to he Union Traction Co.

Capital Stock, paid in $6,000.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jno. B. Parsons.

Date of information, Mar., 1902. z

Kessler Street Connecting Passenger Railway Co.—Chartered May 17, 1892. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally to the Union Pass. Ry. Co., on June 30, 1892, for 999 years). By the terms of the lease, the lessee is to pay fixed charges and an annual rental of $300. It is understood that the lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $5,000, fully paid up.

Officers.—Pres. Geo. D. Widener, Sec. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Thos. Dolan, Jno. B. Parsons.

Date of information, Mar., 1902. z

The Lehigh Avenue Railway Co. of Philadelphia.—Chartered Dec., 1873. Annual meeting second Monday in Jan. This company is controlled by the Union Traction Co., but is in independent operation. Operation by the trolley system commenced Nov. 11, 1894.

Capital Stock, authorized, $1,000,000, paid in, $600,000; par value, $50 per share. Stock is registered by the Guarantee Trust Co.

Operation.—Year ending June 30,

	1895.	1896.	1897.	1898.	1899.
Rects. from pass...	$60,347	$129,254	$100,330	$102,416	$112,214
" other sources.	3,439	1,596	2,473	2,748	4,684
" total.....	63,786	130,850	102,803	105,164	116,898
Operating expenses.	38,591	106,383	80,328	75,672	177,095
Earnings from op'n.	25,195	24,467	22,475	29,492	*60,197

* Deficit.

Officers.—Pres. & Gen. Man. Jno. B. Parsons, V. Pres. Alfred Smith, Sec. & Treas. Chas. O. Kruger.

Directors.—Jeremiah J. Sullivan, George D. Widener, M. W. Lipper, Geo. W. Elkins, W. H. Shelmerdine.

Date of information, Mar., 1902. z

The Marshall Street Railway Co. of the City of Philadelphia.—Chartered May 14, 1889. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co., for 999 years, from Oct. 1, 1895, at an annual rental equivalent to fixed charges, 6 p. c. per annum on par value of stock actually issued, together with the additional sum of $250 per annum. It is understood that this lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $250,000, paid in, $25,000; par value, $50 per share.

Date of information, Mar., 1902. z

Northern Passenger Railway Co.—Chartered Sept. 29, 1890. Annual meeting second Monday in Jan.

Leased on June 22, 1896, to the People's Pass. Ry. Co., for 999 years, from July 8, 1892. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $15,000, paid in, $15,000; par value, $50 per share.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine.

Date of information, Mar., 1902. z

People's Passenger Railway Co.—Chartered Apr. 15, 1873. Annual meeting second Tuesday in Jan. This company leases the Germantown Passenger Ry. Co., the Green & Coates Streets Philadelphia Passenger Ry. Co., the Northern Passenger Ry. Co., the Centennial Passenger Ry. Co., the Girard Avenue Ry. Co., the Chelten Avenue Ry. Co. and the Philadelphia, Cheltenham & Jenkintown Passenger Ry. Co. This company was formerly controlled by the People's Traction Co. through ownership of stock.

Leased, on July 1, 1896, to the Union Traction Co.

Capital Stock.—Common stock, authorized and issued, $1,500,000, paid in, $740,000; par value, $25 per share. 58,415 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Preferred stock, authorized and issued, $750,000, paid in, $277,402; par value, $25 per share. 23,000 shares of this stock are owned by the Union Traction Co. (formerly by the People's Traction Co.).

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and outstanding, $250,000; dated Jan. 15, 1875, due 1905; denom. $1,000; int. payable, Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustees of mortgage, Curwen Stoddart and Chas. E. Kreamer.

Second mortgage 5 p. c. coupon bonds, authorized, $500,000, outstanding, $458,000; dated July 15, 1881, due 1911; denom. $1,000; int (free of tax), payable Jan. 15 and July 15, at office of Real Estate Title & Trust Co., of Philadelphia; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia. These bonds are commonly called "first mortgage," having been so printed in expectation that the real first mortgage bonds above described would be retired, which has not been done, except in part.

Consolidated mortgage 5 p. c. coupon bonds, authorized, $1,125,000, outstanding, $367,000; dated Mar. 1, 1882, due 1912; denom. $1,000; int. payable (free of tax) Mar. and Sept., at office of Real Estate Title & Trust Co., of Philadelphia,; trustee of mortgage, Guarantee Trust & Safe Deposit Co., of Philadelphia.

Note.—The first, second and consolidated mortgage bonds are all liens upon the road, franchises and real estate owned or hereafter acquired. The consolidated mortgage, in addition, covers all leasehold interests, horses, machinery, rolling stock and other equipment, but not the stocks of the other companies owned.

Foreclosure proceedings may be instituted at the request of holders of six-tenths of the outstanding bonds.

Operation.—Included in report of Union Traction Co.

Officers.—Pres. J. B. Parsons, Sec. & Treas. Chas. O. Kruger.

Directors.—J. B. Parsons, G. W. Elkins, G. D. Widener, J. J. Sullivan, Wm H. Shelmerdine.

References.—Notes, Vol. VI, July, '90, p. 328; description of stables, Vol. VI, Aug., '90, p. 398.

Date of information, Mar., 1902. z

The People's Traction Co. of Philadelphia.—Chartered Mar. 6, 1893, in perpetuity. This company has been consolidated with the Union Traction Co. (by lease and surrender of stock). The company formerly owned 58,415 shares (out of 60,000 shares) of the common stock, and 23,000 shares (the entire issue out of 30,000 shares authorized) of the preferred stock of the People's Passenger Ry. Co. This stock has now been transferred to the Union Traction Co.

Capital Stock, authorized and issued, $6,000,000; par value, $30 per share. This stock has all been purchased by the Union Traction Co. at $76 per share, and payment made in collateral trust certificates of the Union Traction Co. (which see).

Funded Debt.—People's Passenger Ry. 4 p. c. stock trust gold certificates (registered), authorized, $5,810,000; issued, $5,807,970; dated Apr. 15, 1893, due Feb. 1, 1943; denom. $1,000; int. payable (gold, free of tax) Feb. and Aug., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, trustee. The payment of these certificates, principal and interest, has been assumed by the Union Traction Co. (which see).

Note.—The trust certificates are secured by deposit with the trustee of shares of the People's Passenger Ry. Co. in the proportion of 14⅞ shares of stock for each $1,000 certificate issued, and by contract with the People's Traction Co., by which the latter joins the trustee in the execution of the certificates, and guarantees payment of principal and interest thereon.

On Feb. 1, 1903, and annually thereafter, it is agreed that $25,000 shall be passed to a sinking fund for the purchase of certificates at a price not exceeding par.

References.—Description of road, Vol. X, Jan., '94, p. 8 (ill.), Vol. XI, Jan., '95, p. 1 (ill.); description of power plant, Vol. XI; Souv., '95, p. 67 (ill.).

Date of information, Mar., 1902. z

Philadelphia, Cheltenham & Jenkintown Passenger Railway Co.—Chartered Aug. 9, 1892.

Leased, on June 22, 1896 to the People's Passenger Ry. Co., for 999 years, from Jan., 24, 1895. This lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $60,000, paid in, $60,000.

Officers —Pres. J. B. Parsons, Sec. Chas. O. Kruger.

Directors.—J. B. Parsons, Geo. W. Elkins, Geo. D. Widener, J. J. Sullivan, Wm. H. Shelmerdine, Alfred Smith, Thos. Dolan.

Date of information, Mar., 1902. z

The Philadelphia City Passenger Railway Co.—Chartered Apr. 9, 1859. Annual meeting second Monday in Jan. On Feb. 19, 1870, this company leased the property of the Philadelphia & Darby Ry. Co. for 999 years from Jan. 1, 1870, at an annual rental of $8,000, together with fixed charges and $50 per annum for organization expenses. This lease has now been assigned to the Union Traction Co. through the Philadelphia Traction Co.

Leased, on Jan. 1, 1884, to West Philadelphia Passenger Ry. Co. for 900 years, at a rental equivalent to interest on funded debt, $2,500 per year for organization expenses, and a dividend of $7.50 per share ($150,000 per annum, since Jan., 1890). The company is now controlled by the Union Traction Co., through the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co.

Capital Stock, authorized and issued, $1,000,000, paid up, $475,000 ($23.75 per share), par value, $50 per share. Dividends 15 p. c., payable Jan. and July.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $200,000; dated May 1, 1861, due 1881, but extended to Jan. 1, 1910; denom. $500; int. payable Jan. and July, at People's Bank; trustee of mortgage, Charles Henry Fisher.

Debenture 7 p. c. registered bonds, authorized and issued, $100,000; dated Mar. 1, 1875, due 1895; denom. $500 and $1,000; int payable Mar. and Sept., at office of Philadelphia Traction Co.

Note.—Foreclosure proceedings may be instituted at request of holders of $100,000 in bonds upon default in principal or interest.

Officers.—Pres. Wm. W. Colket, Sec. & Treas. T.W. Pennypacker.

Directors.—W. S. Wilson, Wm. Cochran, Jno. M. Chestnut, C. W. Walton, Jno. A. Brown, Jr., Wm. West.

General Office, 202 Walnut St., Philadelphia.

Date of information, Mar., 1902. z

Philadelphia & Darby Railway Co.—Chartered by reorganization May 2, 1881. Annual meeting second Monday in Jan.

Leased to the Philadelphia City Passenger Ry. Co., on Jan. 1, 1870, for 999 years, for a rental equivalent to fixed charges and a dividend of 4 p. c. ($8,000 per annum) on capital stock. The company is now controlled by the Philadelphia Traction Co., which leases the West Philadelphia Passenger Ry. Co., lessee of the Philadelphia City Passenger Ry. Co., and is operated by the Union Traction Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share. Dividends 4 p. c. less state tax, payable Jan. and July.

Funded Debt.—First mortgage 4 p. c. coupon bonds, authorized and issued, $100,000; dated May 1, 1867, due 1887, but extended to May 1, 1927; denom. $500; int. payable May and Nov., at People's Bank; trustee of mortgage, John P. McFadden.

Officers.—Pres. Beauveau Borie, V. Pres. Collin W. Walton, Sec. & Treas. Wm. W. Colket.

Directors.—C. W. Walton, Benj. S. Kunkle, Josiah Kisterbock, Jr., W. W. Colket, Wm. H. Pennypacker, Jno. Kisterbock.

Date of information, Mar., 1902. z

Philadelphia & Gray's Ferry Passenger Railway Co.—Chartered Apr. 9, 1858. Annual meeting third Tuesday in Jan.

Leased to the Philadelphia Traction Co., on Jan. 1, 1891, for 999 years, at a rental equivalent to taxes, expenses and $43,225 per annum until Jan., 1896, and $49,400 thereafter, equivalent to 7 p. c. and 8 p. c. respectively on par value of stock issued. The lines of the company are now controlled by the Union Traction Co. by virtue of its lease of the Philadelphia Traction Co.

Capital Stock, authorized, $1,000,000, issued, $617,500, paid in, $309,707; par value, $50 per share. Dividends payable at office of Real Estate Title, Insurance & Trust Co., of Philadelphia.

Officers.—Pres. Edw. Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Richard Dale, S. W. Woodhouse, B. F. Hart, Lewis Elkin, Isaac W. Jeanes, Wm. Dulles.

Date of information, Mar., 1902. z

Philadelphia Traction Co.—Chartered Nov. 28, 1888. Annual meeting last Tuesday in Nov.

The company owns the entire capital stock of the Catharine & Bainbridge Streets Ry. Co. and of the Seventeenth & Nineteenth Streets Passenger Ry. Co. together with 7,500 shares (out of 15,000 shares) of the capital stock of the West Philadelphia Passenger Ry. Co., 2,500 shares (out of 30,000 shares) of the capital stock of the Union Passenger Ry. Co. and 705 shares (out of 4,000 shares) of the capital stock of the Philadelphia & Darby Ry. Co. The company leases a large number of street railway properties in Philadelphia (see Union Traction Co. for details).

Leased in 1895, for 999 years, to the Union Traction Co., for a rental equivalent to fixed charges and 8 p. c. per annum ($1,600,000) on the outstanding capital stock.

Capital Stock, authorized, $30,000,000, issued and paid in, $20,000,000, par value, $50 per share. Dividends payable semi-annually, Apr. and Oct. Stock registered by the Pennsylvania Company for Insurance of Lives & Granting Annuities.

Funded Debt.—4 p. c. collateral trust gold coupon bonds, authorized, $1,300,000, outstanding, $911,328; dated Aug. 15, 1887, due 1917; denom. $1,000; int. payable Feb. 15 and Aug. 15, at People's Bank; trustee, Pennsylvania Company for Insurance of Lives & Granting Annuities. Payment of these certificates, principal and interest, is assumed by the Union Traction Co.

Note.—The collateral trust bonds are secured by the deposit with the trustee of 7,500 shares ($375,000) of the capital stock of the West Philadelphia Pass. Ry. Co. and 2,500 shares ($125,000) of the capital stock of the Union Pass. Ry. Co. By the conditions of the trust deed, the Traction Co. pays to the trustee $78,000 per annum, out of which interest on the outstanding bonds is paid, and the balance is passed by the trustee to a sinking fund to be used in the purchase of bonds for cancellation. Bonds may be drawn for sinking fund at 105 and interest. The trustee is to release 400 shares of the West Philadelphia stock and 125 shares of the Union stock for each $100,000 of bonds redeemed.

Upon default in principal or interest of the collateral trust bonds, the trustee may sell the collateral at the request of the holders of one-sixth of the outstanding bonds.

Assumed Indebtedness.—See Union Traction Co.

Operation.—Included in report of the Union Traction Co., (which see).

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....		$ 773,068	$ 773,068	$ 773,068
Stocks.....	$ 5,106,155	5,106,155	5,106,155	5,106,155
Open acts., const.....	16,233,118	15,451,964	15,422,832	15,423,343
Equipment.....	3,429,550	3,429,550	3,429,550	3,429,550
Cash.....	51,912	6,555	3,952	2,053
Supplies.....	119,561	119,561	119,561	119,561
Total	$24,940,296	$24,886,853	$24,855,118	$24,853,731
LIABILITIES.				
Capital stock.....	$20,000,000	$20,000,000	$20,000,000	$20,000 000
Funded debt.....	952,708	911,328	868,368	800,808
Open accounts.....	3,914,196	3,910,576	3,924,536	3,992,705
Profit and loss (sur.)..	73.392	64,949	62,214	60,218
Total.....	$24,940,296	$24,886,853	$24,855,118	$24,853,731

Please note date of information at end of each report.

Officers.—Pres. Geo. D. Widener, V. Pres. Wm. L. Elkins, Sec. & Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Wm. L. Elkins, Geo. W. Elkins, Thos. Dolan, Jno. B. L. Parsons, Jas. B. Altemus.

References.—Description of road, Vol. X, June, '94, p. 354 (ill.); Vol. X, Jan., '94, p. 1 (ill.); Vol. X, June, '94, p. 534; Vol. X, Oct., '94, p. 605 (ill.); increase of stock, Vol. IX, Aug., '93, p. 558; Vol. IX, Nov., '93, p. 777; annual report, Vol. IX, Jan., '93, p. 65; annual report, Vol. X, Jan., '94, p. 78; description of new car, Vol. IX, Feb., '93, p. 79 (ill.); description of heaters, Vol. X, Aug., '94, p. 493 (ill.); notes, Vol. VI, July, '90, p. 327 (ill.).

Date of information, Mar., 1902. z

Ridge Avenue Connecting Railway Co.—Chartered Sept. 6, 1892. Annual meeting second Monday in Jan.

Leased, Aug. 7, 1895, to the Philadelphia Traction Co., for 999 years from Oct. 1, 1895, at a rental equivalent to fixed charges, the sum of $250 per annum and a dividend of 6 p. c. on the capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $6,000, fully paid up.

Officers.—Pres. G. D. Widener, Treas. Alex. Rennick.

Directors.—P. A. B. Widener, W. L. Elkins, Thos. Dolan, Jas. McManes.

Date of information, Mar., 1902. z

The Ridge Avenue Passenger Railway Co.—Chartered Mar. 8, 1872. Annual meeting second Monday in Jan. This is a consolidation of the Girard College Passenger Ry. Co. and the Ridge Avenue & Manayunk Passenger Ry. Co.

Leased, on Sept. 1, 1892, to the Philadelphia Traction Co. for 999 years, at a rental of $10 per share from Sept., 1892, to 1895, and $12 per share thereafter, and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000, paid in, $420,000 ($28 per share); par value, $50 per share. Dividends 24 p. c., payable quarterly, Jan., Apr., July and Oct.

Officers.—Pres. E. B. Edwards, Sec. & Treas. Wm. S. Light.

Directors.—W. S. Grant, Jno. Lambert, Henry Norris, R. A. S. Penrose, Chas. B. Penrose.

Date of information, Mar., 1902. z

Schuylkill River Passenger Railway Co.—Chartered Apr. 16, 1866. Annual meeting second Monday in Jan.

Leased, Dec. 29, 1866, for 99 years to Philadelphia & Gray's Ferry Passenger Ry. Co., which is now leased to Philadelphia Traction Co. and operated by the Union Traction Co.

Capital Stock, authorized and issued, $500,000, paid in, $50,000 ($5 per share); par value, $50 per share. All of the capital stock except 90 shares ($4,500) has been exchanged for the stock of the Philadelphia & Gray's Ferry Passenger Ry. Co. in the ratio of 5 to 1. The lessees now pay $.50 per share per annum on the outstanding stock in Jan. and July.

Officers.—Pres. Oliver Hopkinson, Sec. & Treas. L. S. Renshaw.

Directors.—Jos. Hopkinson, S. W. Woodhouse, Edw. Hopkinson, O. Hopkinson, Jr., Lewis Elkins, Isaac W. Jeanes.

Date of information, Mar., 1902. z

Second & Third Streets Passenger Railway Co.—Chartered Apr. 10, 1858. Annual meeting second Monday in Jan.

Leased to the Electric Traction Co. (originally, on Jan. 1, 1893, to the Frankford & Southwark P. C. Pass. Ry. Co.) for 999 years, at an annual rental of $2,250, and annual payments running from $180,234 in 1893 to $254,448 in 1902 and thereafter. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,060,200, paid in, $771,076; par value, $50 per share; dividends payable quarterly, Jan., Apr., July and Oct.

Officers.—Pres. Horace T. Potts, Sec. & Treas. Chas. D. Matlack.

Directors.—Alex. M. Fox, Alex. L. Crawford, Wm. Duller, Samuel Freeman, Wm. G. Fox, J. H. Catherwood, Jno. Lamon, Alfred Smith, Jno. L. Clawson, Thos. J. Rose, Chas. F. Thatcher, Wm. M. Fox.

Date of information, Mar., 1902. z

Seventeenth & Nineteenth Streets Passenger Railway Co.—Chartered Apr. 12, 1859. Annual meeting second Monday in Jan.

Leased to the Philadelphia Traction Co. (originally on July 1, 1879, to the Continental Passenger Ry. Co., and later, to the Union Passenger Ry. Co.). Now operated by the Union Traction Co. Lessee pays a rental of $15,000 per annum and all indebtedness.

Capital Stock, authorized and issued, $500,000, paid in, $250,000 ($25 per share); par value, $50 per share. Dividends payable Jan. and July. The entire capital stock is owned by the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $100,000; dated July 1, 1876, due 1906, but extended till 1919; denom. $500; int. since 1889, payable Jan. and July, at People's Bank; trustees of mortgage, Jas. N. Watson and David R. Garrison.

Note.—The first mortgage covers all corporate franchises and property, except properties at northeast corner of 19th and Master Sts. and southeast corner of 12th St. and Montgomery Ave.

Balance Sheet.—Dated June 30, 1899. (Same for 1896–7–8.)

Assets.		Liabilities.	
Construction	$864,360	Capital stock	$250,000
Equipment	39,929	Bonds	100,000
		Due lessee company	554,289
Total	$904,289	Total	$904,289

Officers.—Pres. C. Kemble, Treas. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, Wm. L. Elkins, Jr., Jno. B. Parsons, Jos. B. Altemus.

Date of information, Mar., 1902. z

Thirteenth & Fifteenth Streets Passenger Railway Co.—Chartered, Apr. 8, 1858. Annual meeting second Monday in Jan.

Leased to Philadelphia Traction Co. on Jan. 1, 1892. Lessee is to pay a rental equivalent to fixed charges, $1,200 per annum, and the annual payments running from $180,000 in 1892, to $240,000 in 1900 and thereafter. This lease has now been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $334,529; par value, $50 per share. Dividends payable June and Dec.

Funded Debt.—First mortgage 7 p. c. coupon bonds, authorized and issued, $100,000; due Oct. 1, 1903; denom. $500; int. payable Apr. and Oct., at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Consolidated mortgage 5 p. c. coupon bonds, authorized $500,000, issued, $400,000; in escrow to retire the first mortgage bonds, $100,000; dated Jan. 1, 1894; due 1931; int. payable (free of taxes), Jan. and July, at office of Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Philadelphia Traction Co.

Real estate mortgages, $90,000.

Officers.—Pres. B. S. Kunkle, Sec. & Treas. Jas. P. Richardson.

Directors.—Geo. W. Hall, Wm. R. Warner, Jno. C. Bingham, Travis Cochran, Charles E. Weed.

Date of information, Mar., 1902. z

Twenty-Second Street & Allegheny Avenue Passenger Railway Co.—Chartered May 28, 1890. Annual meeting second Monday in Jan.

Leased, Dec. 5, 1894, to the Philadelphia Traction Co. for 99 years, from Mar. 1, 1894. Lease amended Sept. 24, 1895, so as to run 999 years. By the terms of the lease the lessee company is to pay a rental equivalent to fixed charges and $60,000 per annum. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $1,000,000, paid in, $500,000, all in treasury of the Philadelphia Traction Co.

Funded Debt.—First mortgage 5 p. c. bonds, issued, $700,000.

Officers.—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

Directors.—Geo. W. Elkins, Geo. D. Widener, J. B. Parsons, J. J. Sullivan, Alfred Smith, Wm. H. Shelmerdine, Thomas Dolan.

Date of information, Mar., 1902. z

The Union Passenger Railway Co.—Chartered Apr. 8, 1864. Annual meeting second Monday in Jan. This company, on Jan. 1, 1880, leased the Continental Passenger Ry. Co. for 99 years at a rental equivalent to fixed charges and the sum of $120,000 per annum. This ease was assigned to the Philadelphia Traction Co.

Leased to the Philadelphia Traction Co., June 30, 1884, for 999 years at a rental equivalent to fixed charges and a dividend of 19 p. c. on the capital stock issued ($9.50 per share and $285,000 per annum), and is now operated by the Union Traction Co.

Capital Stock, authorized and issued, $1,500,000, paid in, $925,000; par value, $50 per share. Dividends, payable Jan. and July. $125,000 of this stock is owned by the Philadelphia Traction Co., and forms part of the security of the latter's collateral trust bonds.

Funded Debt.—First coupon 5 p. c. mortgage bonds, issued, $500,000; dated Mar. 21, 1881, due Mar. 31, 1911, denom. $100 and $500; int. (free of tax), payable Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $250,000; dated Feb. 2, 1884, due 1910; denom., $100 and $500; int. (free of tax) payable Apr. and Oct. at office of Land Title & Trust Co.; trustees of mortgage, Wm. H. Kern and Henry Bumm.

Note.—The first and second mortgage bonds cover the franchises and all property except real estate.

The first mortgage bonds may be redeemed at 5 months' notice at the rate of $20,000 per annum, after Mar. 31, 1886.

Foreclosure proceedings may be instituted at the request of holders of $10,000 in bonds, for default in principal or interest.

Officers.—Pres. Geo. D. Widener, V. Pres. W. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. Widener, Jos. E. Widener, Jas. McManes. Thomas Dolan.

Date of information, Mar., 1902. z

The Walnut Street Connecting Passenger Railway Co. of the City of Philadelphia.—Chartered May 8, 1890. Annual meeting second Monday in Jan.

Leased Aug. 7, 1895, to the Philadelphia Traction Co. for 999 years from Oct. 1, 1895, for a rental equivalent to fixed charges, $250 per annum, and a dividend of 6 p. c. per annum, on capital stock actually issued. It is understood that this lease has been assigned to the Union Traction Co.

Capital Stock, authorized and issued, $50,000; par value, $50 per share.

Officers.—Pres. Wm. L. Elkins, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, Jas. E. Widener, Geo. D. Widener, Wm. L. Elkins, Thomas Dolan, Jno. B. Parsons.

Date of information, Mar., 1902. z

West Philadelphia Passenger Railway Co.—Chartered May 14, 1857. Annual meeting first Tuesday in Nov.

Leased to Philadelphia Traction Co. on Jan. 1, 1884, for 999 years at an annual rental equivalent to fixed charges and 20 p. c. on capital stock ($150,000), and now operated by the Union Traction Co.

Capital Stock, authorized and issued, $750,000; par value, $50 per share. One-half this capital stock ($375,000), is owned by Philadelphia Traction Co., and forms a part of the security for the latter's collateral trust bonds. Dividends 20 p. c. payable Jan. and July.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $250,000, issued, $246,000; dated Apr. 1, 1876, due 1906; denom. $1,000; int. payable (gold) Apr. and Oct. at office of Land Title & Trust Co.; trustee of mortgage, Girard Life Insurance Annuity & Trust Co., of Philadelphia.

Second mortgage 5 p. c. coupon bonds, authorized and issued, $750,000; dated July 2, 1886, due May 1, 1926; denom. $1,000; int. (free of tax), payable May and Nov. at office of Land Title & Trust Co.; trustee of mortgage, Pennsylvania Co. for Insurance of Lives & Granting Annuities.

Note.—Foreclosure proceedings may be instituted upon the first and second mortgage bonds upon request of the holders of one-tenth of the bonds issued.

Officers.—Pres. Geo. D. Widener, Treas. Jno. B. Peddle.

Directors.—P. A. B. Widener, W. L. Elkins, Jas. E. Gillingham, Geo. D. Widener, Thomas Dolan, Jno. B. Parsons, Jos. B. Altemus, Thos. J. Yarrow, Geo. W. Elkins.

Date of information, Mar., 1902. z

The American Railways Co.—Incorporated under laws of New Jersey in Apr., 1899, to build, lease, purchase and operate street railways and electric lighting systems. Since June, 1899, this company has purchased the Bridgeton & Millville Traction Co. and the Bridgeton Electric Co., Bridgeton, N. J., also owns all the stock of the Springfield Railway Co. and the Springfield Light & Power Co., Springfield, O., the Peoples Ry. Co. of Dayton, O., the A toona & Logan Valley Electric Ry. Co., which already controlled the City Passenger Ry. Co., both of A toona, Pa., and the Joliet R. R. Co. of Joliet. Ill., and the franchises and stock of the Chicago & Joliet Rapid Transit Co., the last two being consolidated as the Chicago & Joliet Electric Ry. Co.; also owns the stock and franchises of the Chicago & Desplaines Valley Electric Ry. Co., and the Desplaines Valley Electric Ry. Co., which have been consolidated as the Chicago & Desplaines Valley Electric Ry. Co.; also owns $500,000 of the preferred stock and $250,000 of the common stock of the Chicago Union Traction Co., and is now negotiating for other properties in several sections of the country.

Capital Stock authorized and issued, $25,000,000, paid in, Apr. 3, 1900, $3,750,000; par value, $50 per share.

Funded Debt.—Collateral trust convertible 5 p. c. gold bonds, authorized and issued, $2,500,000; dated Dec. 2, 1901, due Dec. 1, 1911; denom. $500 and $1,000; int. payable June and Dec., at office of Provident Life & Trust Co., Philadelphia, Pa., trustee of mortgage.

Operation.—Of all companies controlled for the year ending

	June 30, 1900.	1901.
Gross receipts	$603,606	$844,297
Operating expenses	320,513	
Earnings from operation	283,093	
Fixed charges	101,701	
Net earnings	181,392	
Interest on bonds owned	31,500	
Dividend (Chic. Un. T. Co.)	25,000	
To surplus account	237,892	

Treasurer's Report.—	Apr. 21, 1899, to June 30, 1900.	Year ending June 30, 1901.
Interest on bonds owned	$ 36,750	$ 35,042
Dividends on stock owned	107,331	160,124
Miscellaneous income		79,458
Gross earnings	144,081	274,624
Operating expenses	41,508	43,596
Net earnings	102,573	231,028
Deductions from earnings.		
Incorporation expenses	5,024	4,188
Taxes	2,500	734
Depreciation account	313	
Net income	94,736	226,106
Dividends paid		112,530
Surplus		113,576
Total surplus		206,313

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of stocks and bonds	$3,397,314	$3,414,850
Bills and accounts receivable	272,794	164,409
Accrued taxes	2,500	1,688
Bridgeton Elec. Co.—power station	62,019	
" & Millville	256	4,871
Springfield Ry. car barn	9,853	
Chicago & Joliet construction	91,564	
Material and supplies		2,610
Discount on loans, paid but not yet due		1,555
Dividends on stock owned		31,681
Du Page Construction Co., advances		1,603,702
Cash	37,639	71,042
Total	$3,873,939	$5,296,408
LIABILITIES.		
Capital stock	$3,750,000	$3,751,000
Bills and accounts payable	9,516	1,245,631
Accident fund	5,221	20,294
Due companies	14,466	71,820
Accrued interest		1,350
Profit and loss (surplus)	94,736	206,313
Total	$3,873,939	$5,296,408

Dividends —First dividend of 1 p. c. Dec. 15, 1900; 1 p. c. Mar. 15, 1 p. c. June 15, 1 p. c. Sept. 15, 1¼ p. c. Dec. 15, 1901; 1¼ p. c. Mar. 15, 1902.

Officers.—Pres. Samuel G. DeCoursey, V. Pres. W. F. Harrity, Sec. & Treas. C. L. S. Tingley, Gen. Man. H. J. Crowley, Ch. Engr. A. S. Kibbe.

Directors.—A. A. McLeod, Samuel G. DeCoursey, W. F. Harrity, Wm. H. Shelmerdine, S. R. Shipley, Jere J. Sullivan, S. W. Pettit, Jno. S. Bioren, E. C. Miller, Henlings Lippincott.

General Office, 1321 Walnut St., Phila., Pa.

Reference.—Annual meeting Vol. XVI, Oct. 6, '00, p. 906 (tables).

Date of information, Mar., 1902. z

Delaware County & Philadelphia Electric Railway Co.—This company operates a line from Media, Pa., to Baltimore Ave., Philadelphia, connecting with the Union Traction Co.'s system. A controlling interest in the capital stock of this company is owned by the Union Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $500,000, issued, $300,000.

Funded Debt.—First mortgage 6 p. c. bonds, $64,000; dated July 1, 1893, due 1913; int. payable Jan. and July at Independence National Bank, of Philadelphia.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$63,185	$68,356	$73,003	$80,053	$78,819
" other sources	73	121	128	2,368	2,094
" total	63,258	68,477	73,131	82,421	77,913
Operating expenses	32,094	32,444	35,351	41,971	46,403
Earnings from operation	31,164	36,033	37,780	40,450	31,510
Deductions from earnings.					
Interest	3,840	3,840	3,840	3,840	3,840
Taxes	2,396	2,922	2,929	2,281	3,165
Rentals	125	575	605	382	
Other expenses					518
Net income	24,803	28,696	30,406	33,947	23,987
Dividends paid	23,200	23,600	27,680	36,000	27,000
To surplus account	1,603	5,096	2,726	*2,053	*3,031

*Deficit.

Please note date of information at end of each report.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction and equip.	$367,317	$369,527	$370,427	$373,245	$376,285
Cash	11,848	15,230	17,522	8,898	9,106
Open accounts	380		100	3,289	1,318
Material and supplies				1,939	2,537
Sundries				4,467	6,329
Total	$379,545	$384,757	$388,049	$391,838	$395,575
LIABILITIES.					
Capital stock	$298,000	$298,000	$300,000	$300,000	$300,000
Funded debt	64,000	64,000	64,000	64,000	64,000
Loans					7,000
Accounts payable					624
Other liabilities	524	640	941	6,783	5,909
Profit and loss (surplus)	17,021	22,117	23,108	21,055	18,042
Total	$379,545	$384,757	$388,049	$391,838	$395,575

Plant and Equipment.—Miles of track (electric), 12; 80 lb. T and girder rail; 20 motor cars; Gen. Elec. dynamos and motors, Lamokin cars.

Officers.—Pres. Jno. A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. M. C. Aulenbach, Supt. Arthur G. Jack.

Directors.—W. H. Sayer, W. C. Weidersein, Jno. A. Rigg, Henry C. Moore, Robert N. Carson, E. J. Moore, Joseph P. Gibbon.

Reference.—Description of road (brief), Vol. X, June, '94, p. 359 (ill.).

Date of information, Mar., 1902. z

Fairmount Park Transportation Co.—Chartered 1894, for 50 years.

Capital Stock. authorized and issued, $2,000,000; now outstanding, $1,750,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated Sept. 1, 1897, due 1912; denom. $1,000; subject to call at 105 after Sept. 1, 1902; int. payable Mar. and Sept., at office of Guard Trust Co., successors to the Girard Life Insurance, Annuity & Trust Co., of Philadelphia, trustee of mortgage.

Second mortgage 5 p. c. bonds, authorized, $250,000, issued, $148,000; dated Sept. 1, 1900, due 1912; denom. $1,000; coupon, but may be registered; int. payable at office of Girard Trust Co., trustee of mortgage.

Operation.—Year ending Oct. 31,

	1899.	1900.	1901.
Gross receipts	$119,905	$112,305	$111,576
Operating expenses	48,953	43,827	50,550
Earnings from operation	70,952	68,478	61,026
Deductions from earnings	46,425	52,212	48,950
Net income	24,527	16,266	12,076

Plant and Equipment.—Miles of track (electric), 10; gauge, 5 ft. 2¼ in.; 90 lb. T rail; 70 cars, of which 30 are motor cars and 40 trail cars; Wetherill engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Chas. A. Porter, V. Pres. R. H. Foerderer, Acting Sec. & Treas. W. C. Martin, Supt. A. E. Meixell.

General Office, Ridge Avenue Bank Bldg., Philadelphia.

Reference.—Description of road, Vol. XII, Dec., '96, p. 778; description of road, Vol. XIII, Aug. '97, p. 459 (ill.); description of bridge, Vol. XIII, Sept. '97, p. 550 (ill.); Woodside Park, Vol. XV, Mar. '99, p. 164 (ill.).

GENERAL OFFICE, Mariners' & Merchants' Bldg., Philadelphia, Pa.

Date of information Mar., 1902. z

Philadelphia, Bristol & Trenton Passenger Railway Co.—This is a reorganization of the Philadelphia & Bristol Passenger Ry. Co., which was sold on Sept. 10, 1901, to a Baltimore syndicate. The company also purchased the Bristol Passenger Ry., and will extend the line to Trenton. The Neshaminy Elevated R. R. Co. has filed a bond for $20,000 in the Bucks County Court to build its line from Neshaminy Creek to Bristol.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; coupon but may be registered; dated Jan. 15, 1896, due 1926; denom. $1,000; int. payable June and Dec., at office of Union Trust Co., of Maryland, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 6.2; gauge, 5 ft. 2¼ in.; 8 motor cars and 2 trail cars.

Officers.—Pres. J. W. Ellard, Baltimore, Md.; Sec. & Treas. W. F. Sadler, Jr., Gen. Counsel Geo. Quintard Horwitz, Philadelphia, Pa.

Directors.—Bromley Wharton, Bristol, Pa.; Albert B. Kelley, W. H. Drayton, 3d, Philadelphia; George Blackstone, Baltimore, Md.; W. F. Sadler, Jr., Trenton, N. J.

General Office.—President's office, 607 West End Trust Building, Philadelphia. Power House, Bridgewater P. O., Pa.

Date of information, Mar., 1902. z

Philadelphia & West Chester Traction Co.—Chartered Apr. 24, 1895. Operation was commenced in May, 1896. This company, in Oct., 1898, absorbed the Delaware County Passenger R. R. Co. (chartered in 1859), the Philadelphia, Castle Rock & West Chester Ry. Co. and the Philadelphia & West Chester Turnpike Road Co., and has constructed a new electric line to West Chester.

Capital Stock, authorized, $1,000,000, issued, $548,938; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, issued, $390,000; dated Oct. 1, 1898, due 1918; denom. $1,000; subject to call at 105 after 1899; int. payable Jan. and July, at office of Girard Trust Co. of Philadelphia, trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$27,162	$49,210	$98,910	$100,166
" " other sources	615			
" total	27,777	49,210		
Operating expenses	30,019	53,562	79,843	74,489
Earnings from operation	*2,242	*4,352	19,063	25,677
Taxes			2,686	9,056
Interest		8,060	20,000	20,000
Net income		*12,412	*3,619	*3,379

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$207,196	$210,218	$516,872	$608,564	$661,204
" equipment	77,046	77,481	159,228	245,929	240,668
Other per. invest.	131,793	123,643	72,375	85,667	83,417
Subscription Phila. and Castle Rock					2,250
Cash	102		5,647	13,999	3,784
Open accounts					13,580
Loss for 1899 and 1900					16,056
Other assets	3,286	4,004	9,732	1,121	
Profit and loss (def.)	13,730	20,453	12,412	16,031	3,380
Total	$433,153	$437,799	$776,266	$971,112	$1,024,139
LIABILITIES.					
Capital stock	$329,700	$331,050	$397,625	$494,795	$548,937
Funded debt			340,000	390,000	390,000
Accounts payable	38,645	25,010	12,207	86,317	85,202
Loans	63,458	81,533			
Other liabilities	1,350	206	26,434		
Total	$433,153	$437,799	$776,266	$971,112	$1,024,139

Plant and Equipment.—Miles of track (electric), 20; 23 cars, of which 18 are motor cars and 4 trail cars.

Officers.—Pres. A. M. Taylor, Sec. & Treas. C. R. Hinchman, Audr. C. L. Rihl, Gen. Supt. F. C. Davis.

Directors.—J. N. M. Shimer, C. S. Hinchman, Wm. R. Wister, W. S. Taylor, A. M. Taylor, Chas. B. Penrose, W. C. Alderson.

General Office, 672 Bullitt Bldg., Philadelphia, Pa.

Power Station, Slanerch, Delaware Co., Pa.

Reference.—Description of system (brief), Vol. XV, June, '99, p. 353 (ill.).

Date of information, Aug., 1901. b

Railways Company General.—Incorporated under laws of New Jersey in Aug., 1899, to build, lease, purchase and operate street railways, electric light, gas, and water power plants. Since Oct., 1899, this company has purchased the Montoursville Passenger Ry. and the Lewisburg, Milton & Watsontown Electric Ry., with the electric lighting systems included in each, the Michigan Traction Co., of Battle Creek and Kalamazoo, Mich., the Elmira & Seneca Lake Ry., of Elmira, N. Y., and $40,000 of stock and $200,000 of bonds of the Newtown Electric St. Ry., of Newtown, Pa.

Capital Stock, issued, $1,200,000; par value, $10 per share.

BONDS OWNED.	Par value.
Michigan Traction Co.'s second mortgage 5 p. c. bonds	$100,000
Newtown Electric St. Ry., 5 p. c. bonds	200,000
Elmira & Seneca Lake Ry., 5 p. c. bonds	230,000
Lewisburg, Milton & Watsontown Passenger Ry., 5 p.c. bonds	150,000
Montoursville Electric St. Ry., 5 p. c. bonds	75,000
Total	$755,000

STOCKS OWNED.	Par value.
Lewisburg, Milton & Watsontown Passenger Ry. Co.	$150,000
Milton Electric Light & Power Co.	27,750
Montoursville Passenger Ry. Co.	75,000
Montoursville Electric Light Co.	10,000
Elmira & Seneca Lake Ry.	240,000
Michigan Traction Co.	330,000
American Engineering Co.	200,000
Newtown Electric St. Ry. Co.	40,000
Total	$1,072,750

Please note date of information at end of each report.

Officers.—Pres. Evans R. Dick, Ass't to Pres. Gerald Holsman, Sec. & Treas. John J. Collier, Cons. Engr. H. A. Foster, Gen. Supt. D. A. Hegarty.

Directors.—J. A. Harris, Jr., S. B. Vrooman, George S. Graham, Evans R. Dick, R. J McKinstry, J. R. McAllister, Jay Cooke, 3d.. J. O. Hoffman, R. H. Rushton.

General Office, North American Bldg., Philadelphia, Pa.

Reference.—Annual meeting, Vol. XVI, Oct. 6, '00, p. 905 (tables); annual report, Vol. XVIII, Oct. 26, '01, p. 655.

Date of information Mar., 1902. z

Roxborough, Chestnut Hill & Norristown Railway Co.—In Feb., 1898, this company leased the Wissahickon Electric Ry. for 999 years. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized, $450,000, issued, $198,400.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $396,000, issued, $371,000; in treasury, $25,000; coupon, but may be registered; dated June 1, 1896, due 1926; denom. $1,000; int. payable June & Dec., at office of Real Estate Title Insurance & Trust Co., of Philadelphia, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Rec. from passengers	$94,769	$111,960	$122,512	$132,448
" other sources	1,180	324	1,591	3,625
" total	95,949	112,284	124,103	136,073
Operating expenses	58,758	70,270	82,248	83,879
Earnings from operation	$37,191	$42,014	$41,855	$52,194
Deductions from earnings.				
Interest on bonds	18,550	18,545	32,255	18,550
Taxes	4,267	4,895		5,268
Rentals	1,215	2,914		4,375
Other deductions	197			8,492
Net income	12,962	5,657	9,600	15,509
Dividends paid		4,960		17,856
To surplus account	1,530	697	*6,272	*2,347
Total surplus account	36,767	47,963	41,691	

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$598,525	$606,458	$612,332	$630,898
Cash	12,956	16,288	15,716	7,252
Bills & acc'ts receivable	1,275	636	5,249	1,307
Material and supplies		2,060	2,290	6,388
Stock of other companies	3,956	5,749		174,750
Bonds in treasury	25,000	25,000	25,000	25,000
Other assets	629		9,492	13,353
Total	$642,341	$656,191	$671,079	$858,948
LIABILITIES.				
Capital stock	$198,400	$198,400	$198,400	$198,400
Funded debt	396,000	396,000	396,000	396,000
Accrued interest	1,545	1,540	10,871	1,546
Bills and acc'ts payable	694	4,078	7,051	5,915
Loans				188,250
Other liabilities	8,935	8,210	17,066	21,493
Profit and loss (surplus)	86,767	47,963	41,691	47,344
Total	$642,341	$656,191	$671,079	$858,948

Plant and Equipment.—Miles of track (electric), 20.60; gauge, 5 ft. 2½ in.; 70 and 90 lb. girder rail; 61 cars, of which 43 are motor cars and 8 trail cars; 1800 H. P. station plant; Ball & Wood and Lake Erie engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

Officers.—Pres. J. A. Rigg, V. Pres. R. N. Carson, Sec. & Treas. M. C. Aulenbach, Gen. Supt. Geo. Hoegler.

Directors.—H. W. Biddle, R. N. Buckley, S. F. Houston, R. N. Carson, Wm. Ring, G. M. Brill, John A. Rigg, E. J. Moore, N. C. Moore, all of 12 So. 5th St., Reading, Pa.

General Office, Roxborough, Philadelphia, Pa.

Date of information, Mar., 1902. z

Southwestern Traction Co.—Chartered in Apr., 1898, to construct an electric railway from Moyamensing Ave. to Bow Creek.

Capital Stock, authorized and issued, $450,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $450,000, issued, $400,000; dated 1898, due 1920; denom. $1000; int. payable Apr. and Oct. at office of West End Trust & Safe Deposit Co., of Philadelphia, trustee of mortgage.

Officers.—Pres. E. A. Tennis, Treas. U. H. Hapsenplug.

Date of information. Feb., 1901. x

The Holmesburg, Tacony & Frankford Electric Railway Co.—A controlling interest in the capital stock of this company is owned by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $750,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $400,000; coupon, but may be registered; dated May, 1895, due 1925; denom. $500 and $1,000; int. payable May and Nov., at office of the Real Estate Title Insurance & Trust Co., of Philadelphia.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$105,574	$94,696	$98,886	$107,467	$112,139
Operating expenses	75,566	79,903	75,497	64,016	66,413
Earnings from operations.	30,008	14,793	23,389	43,451	45,726
Deductions from earnings					
Taxes	4,246	4,474	4,387	3,036	3,595
Interest	20,000	20,000	20,000	20,000	20,000
Rentals	2,771	5,118	3,865	4,015	4,121
Other expenses					1,921
Net income	2,991	*14,799	*4,863	16,400	16,089
Dividends				10,500	17,250

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$ 783,299	$ 837,973	$ 865,760	$ 866,826
" equipment	287,178	285,118	285,289	284,266
Cash	2,107	10,220	19,904	13,738
Open accounts	3,686	833		
Bills receivable	5,500	36	2,423	
Material and supplies				2,374
Other assets	474	377	1,842	11,405
Profit and loss (deficit)	18,703	26,020		
Total	$1,100,947	$1,160,577	$1,175,218	$1,178,609
LIABILITIES.				
Capital stock	$ 680,000	$ 750,000	$ 750,000	$ 750,000
Funded debt	400,000	400,000	400,000	400,000
Accounts payable	17,151	5,631	5,659	1,082
Interest	3,796	4,946	13,659	3,333
Loans				4,450
Other liabilities				12,466
Profit and loss (surplus)			5,900	7,278
Total	$1,100,947	$1,160,577	$1,175,218	$1,178,609

Plant and Equipment.—Miles of track (electric), 17; gauge, 5 ft. 2¼ in.; 60 lb. T and girder rail; 45 motor cars; Ridgway engines, Thompson-Ryan dynamos, Gen. Elec. motors, American and Brill cars.

Officers.—Pres. John A. Rigg, V. Pres. Henry C. Moore, Sec. & Treas. M. C. Aulenbach, Gen. Supt. Henry Glazier.

Directors.—Frank F. Bell, R. N. Buckley, R.N. Carson, E. J. Moore, John A. Rigg, Henry C. Moore, Jas. L. Caven.

General Office, 316 Mariner & Merchant Bldg., Philadelphia, Pa.

Date of information, Mar., 1902. z

United Power & Transportation Co.—This company was incorporated under the laws of New Jersey, April 20, 1899, to construct, purchase and operate street railways, electric lighting and power plants, and has secured a controlling interest in the following companies:

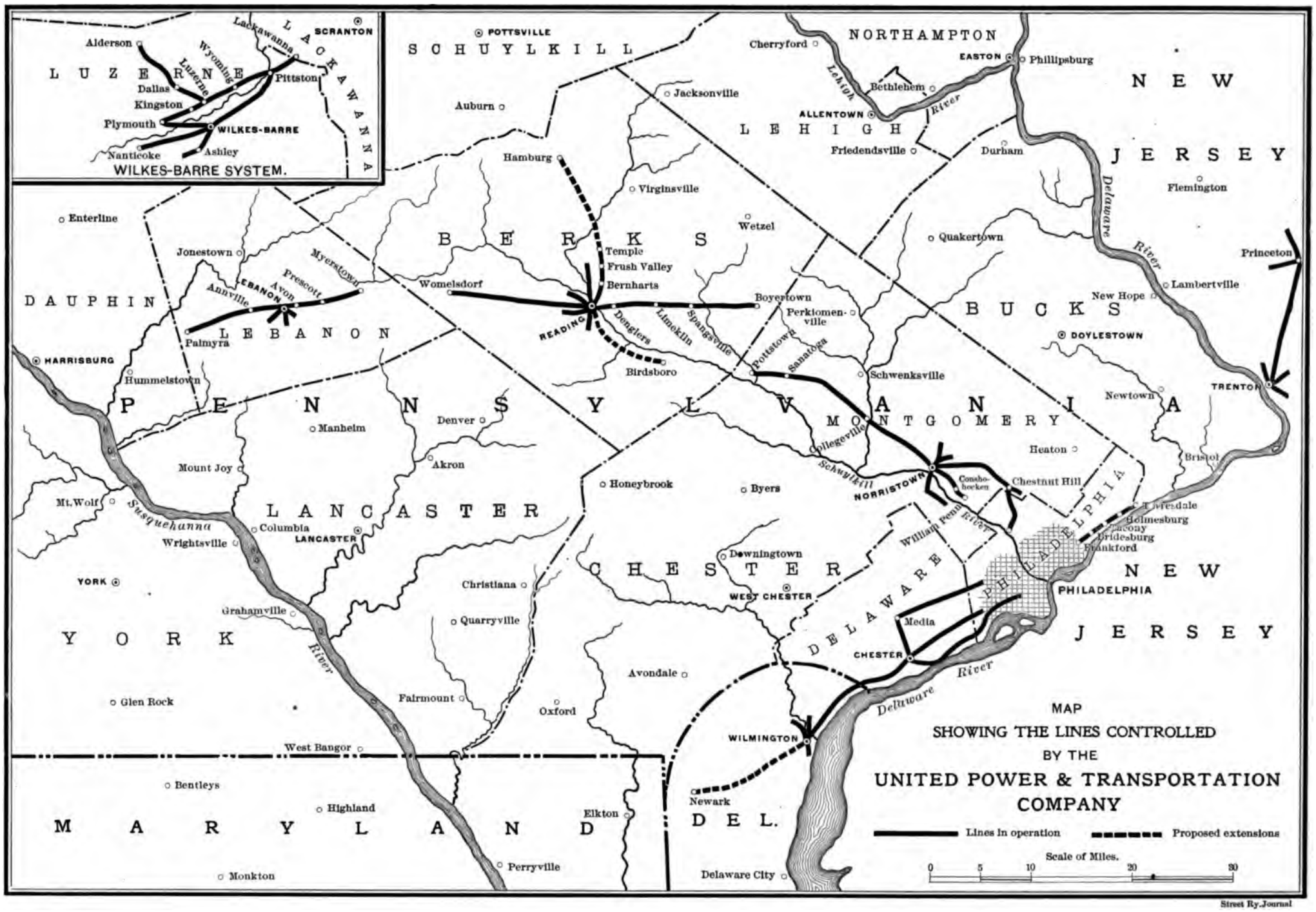
	Shares owned.	Total shares.
Citizen's Electric Light & Power Co., of Delaware Co.	6,194	7,000
Delaware Co. & Phila. Electric Ry. Co., of Phila., Pa.	5,993	6,000
Edison Electric Illuminating Co., of Lebanon, Pa.	9,891	10,000
Holmesburg Tacony & Frankford Electric Ry. Co., of Phila., Pa	14,972	15,000
Lebanon Valley Street Ry. Co., of Lebanon, Pa.	9,991	10,000
Roxboro, Chestnut Hill & Norristown Ry. Co., of Phila. Co.	4,938	5,000
Schuylkill Valley Traction Co., of Norristown, Pa.	9,993	10,000
Trenton Street Ry. Co., of Trenton, N. J.	19,953	20,000
United Traction Co., of Reading, Pa.	7,991	8,000
Wilkesbarre & Wyoming Valley Traction Co., of Wilkesbarre, Pa	49,985	50,000
Wilkesbarre, Dallas & Harvey's Lake Ry. Co., of Wilkesbarre, Pa	3,893	4,000
Wilmington & Chester Traction Co., of Wilmington, Del.	39,993	40,000
Wilmington City Electric Ry. Co., of Wilmington, Del.	4,962	5,100
Reading & S. W. St. Ry. Co.	1,142	2,600

Capital Stock, authorized, $12,500,000, issued, $3,125,000; paid in by June 1, 1901, $2,500,000; par value, $25 per share.

Funded Debt.—Consists of 4 p. c. collateral certificates in two series, as follows:

Series "A." Under a trust agreement of the United Power & Transportation Co. with the New York Security & Trust Co., trustee, dated May 1, 1899, (under which $7,989,339 United Railways Gold Trust Certificates have been issued by the said trustee), the United Power & Transportation Co. has deposited with the trustee the shares

Please note date of information at end of each report.


WILKES-BARRE SYSTEM.
Alderson
Lackawanna
SCRANTON
LACKAWANNA
Wyoming
Luzerne
LUZERNE
Dallas
Kingston
Plymouth
Pittston
WILKES-BARRE
Nanticoke
Ashley
POTTSVILLE
SCHUYLKILL
Auburn
Jacksonville
Cherryford
NORTHAMPTON
EASTON
Phillipsburg
Bethlehem
Lehigh River
ALLENTOWN
LEHIGH
Friedensville
Durham
NEW JERSEY
Flemington
Hamburg
Virginsville
Wetzel
Enterline
Jonestown
Myerstown
Temple
Frush Valley
Bernharts
BERKS
Womelsdorf
Quakertown
Delaware River
Princeton
Lambertville
New Hope
DAUPHIN
LEBANON
Annville
Avon
Prescott
Palmyra
READING
Denglers
Limeklin
Spangsville
Boyertown
Perkiomenville
BUCKS
DOYLESTOWN
HARRISBURG
Hummelstown
Birdsboro
Pottstown
Sanatoga
Schwenksville
TRENTON
Newtown
PENNSYLVANIA
Manheim
Denver
MONTGOMERY
Collegeville
Heaton
Bristol
Mount Joy
Akron
Honeybrook
Byers
Schuylkill
NORRISTOWN
Conshohocken
Chestnut Hill
Fairmount Park
Holmesburg
Tacony
Bridesburg
Frankford
Mt. Wolf
Susquehanna River
Columbia
LANCASTER
Wrightsville
LANCASTER
William Penn River
Downingtown
CHESTER
NEW JERSEY
YORK
WEST CHESTER
PHILADELPHIA
Christiana
Quarryville
Grahamville
YORK
Media
DELAWARE
CHESTER
Avondale
Susquehanna River
Delaware River
Glen Rock
Fairmount
Oxford
WILMINGTON
West Bangor
Bentleys
Highland
Elkton
MARYLAND
Newark
DEL.
Perryville
Monkton
Delaware City
MAP
SHOWING THE LINES CONTROLLED
BY THE
UNITED POWER & TRANSPORTATION
COMPANY
Lines in operation
Proposed extensions
Scale of Miles.
0 5 10 20 30
Street Ry. Journal

owned of the Holmesburg, Tacony & Frankford Electric Ry., the Trenton Street Ry., the United Traction Co., the Wilkesbarre & Wyoming Valley Traction Co., Citizens' Electric Light & Power Co., Edison Electric Co., Wilmington City Electric Co. and the Wilmington & Chester Traction Co. Under this agreement an additional amount ($10,661) of certificates will be issued by the trustee upon deposit of the remaining shares of the above named companies.

Series "B." Under a trust agreement of the United Power & Transportation Co. with the Real Estate Title Insurance & Trust Co. of Philadelphia, dated May 1, 1899, (under which $998,950 Delaware County Ry. Gold Trust Certificates have been issued), the United Power & Transportation Co. has deposited with the trustee the 5,993 share of the Delaware County & Philadelphia Electric Ry. Co. Under this agreement an additional amount ($1,050) of certificates will be issued by the trustee upon deposit of the remaining 7 shares of the above named company.

Both series "A" & "B" are issued in $100, $500 and $1,000 certificates, and the principal of both is due at the option of the holder on July 1, 1949, and thereafter on any Jan. 1 or July 1, at the option of the company. The interest (payable Jan. and July) and principal of both series are payable, tax free, in gold at office of the Real Estate Title Insurance & Trust Co. of Philadelphia, trustee.

Operation.—	Period Apr. 20 to Dec. 31, 1899.	Year ending Dec. 31, 1900.	Year ending Dec. 31, 1901.
Gross income	$425,400	$594,625	$632,475
Expense account	*32,454	8,582	
Interest	5,090	359,484	359,502
Taxes		3,062	5,517
Fixed charges, being semi-annual payments on gold trust certs.	179,726		
Net income	208,130	223,497	267,456
Dividends paid	62,500	207,500	250,000
Surplus	$145,630	$15,997	$17,456

Dividends, Jan. and July, 1900, $62,500 each; Jan., 1901, $125,000.

*Includes $20,740 as extraordinary expenses of incorporation, issuance of certificates, revenue stamps, etc., incidental to organization.

Officers.—Pres. John A. Rigg, V. Presidents R. N. Carson and H. C. Moore, Sec. & Treas. Wm. S. Bell, Gen. Supt. Frank L. Fuller.

Directors.—Robt. N. Carson, Jno. A. Rigg, H. C. Moore, E. J. Moore, H. W. Biddle, Jas. L. Caven, Preston Lea, Thos. C. Barr, F. W. Roebling, R. N. Buckley, Jas. A. O'Reilly, R. L. Jones, Wm. R. McIlvain, Samuel F. Houston.

General Office, Mariner & Merchants' Bldg., Phila., Pa.

Reference.—Description of road, Vol. XVII, May 4, '01, p. 505 (ill.).

Date of information, Mar., 1902. z

For map of road see page 221.

Wissahickon Electric Passenger Railway Co.—Chartered Oct. 8, 1890. Annual meeting third Friday in Jan. This road was leased in Feb., 1898, to the Roxborough, Chestnut Hill & Norristown Ry. Co. for 999 years, at a rental of 2 p. c. on $145,842 of the capital stock for the first two years, 3 p. c. for the next five years, 4 p. c. for the next eight years and 5 p. c. for the remainder of the term.

Capital Stock, authorized, $250,000; issued, ; par value, $50 per share

Plant and Equipment.—Miles of track (electric), 3.5; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 8 motor cars; Watts-Campbell engines, West. and Gen. Elec. dynamos and motors, St. Louis, Stephenson and Brill cars, Brill and St. Louis trucks.

Officers.—Pres. P. P. Liebert, V. Pres. Wm. H. Flanagan, Sec. & Treas. John Flanagan.

Directors.—Wm. Johnson, Peter P. Liebert, James Christie, L. M. Jones, John Kenworthy, Benjamin Kenworthy, W. H. Flanagan.

General Office, Wissahickon, Philadelphia, Pa.

Date of information, Mar., 1902. z

PHILLIPSBURG, N. J.

Population in 1880, 7,181, in 1890, 8,644.

Phillipsburg Horse Car Railroad Co.—Chartered Feb. 27, 1868. This road is operated in connection with the Easton Transit Co., Easton, Pa.

CAPITAL STOCK, issued, $30,000.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$29,614	$28,979	$36,141	$40,405	$33,745
Op. exp. and fixed charges	22,214	31,931	43,182	38,538	31,879
Net income	7,400	†2,952	†7,041	1,867	1,866

† Deficit.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.62; gauge, 5 ft. 2½ in.; 35 lb. rail; 13 horses, 4 cars.

OFFICERS.—Pres. Wm. M. Davis, Sec. & Treas. A. D. Chidsey, Gen. Man. & Pur. Agt. F. H. Knight.

Date of information, Feb., 1902. b

PHOENIX, ARIZ.

Population, in 1895 (local estimates), 10,000, in 1900 (local estimates), 15,000.

Phœnix Railway Co.—Franchise granted 1892 for 50 years.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $100,000, issued, $50,000; denom. $1,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. T rail; 10 motor cars and 7 trail cars; 300 H. P. station plant; Cumer and Williams engines, Hazelton boiler, Gen. Elec. dynamos, West. motors, Brill cars and trucks.

OFFICERS.—Sec. & Man. B. N. Pratt, Treas. Valley Bank.

Date of information, Jan., 1902. z

PINE BLUFF, ARK.

Population in 1900, 11,496.

Citizens' Light & Transit Co.—This road is under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; 6 cars.

OFFICERS.—Pres. M. A. Austin, V. Pres. W. J. Galbraith, 2nd V. Pres. A. Brewster, Sec. & Treas. W. H. Langford, Man. Pur. Agt. & Ch. Elecn. C. C. Hammond.

GENERAL OFFICE, Pine Bluff, Ark.

Date of information, Mar., 1902. z

PIQUA, O.

Population in 1880, 6,031, in 1890, 9,090, in 1900, 13,000.

Miami Valley Railway Co.—Chartered Aug., 1889, for 25 years.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1893, due 1908; denom. $1,000; int. payable May and Nov., at office of Chase Nat'l Bank, of New York; trustee of mortgage, cashier of Chase Nat'l Bank.

PLANT AND EQUIPMENT.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 35 lb. to 48 lb. T rail; 23 cars, of which 14 are motor cars and 9 trail cars; Hamilton engines, Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

OFFICERS.—Pres. W. P. Orr, V. Pres. & Man. A. M. Orr, Sec. & Treas. L. M. Flesh, Gen. Supt. & Elecn. C. S. Bidwell.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. z

PITTSBURG, KAN.

Population in 1880, 529, in 1890, 6,697, in 1900, 10,112; population served in 1900, 20,000.

Pittsburg Railroad Co.—This company is the successor to the Pittsburg, Frontenac & Suburban Electric Ry. Co. and the Pittsburg, Weir City & Columbus R. R. Co., both of which were sold at foreclosure sale in Oct., 1899. The company operates a line running from Pittsburg to Frontenac on the north, and to Chicopee on the south. All surplus money earned has been expended in betterments.

CAPITAL STOCK, authorized and issued, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p c. gold bonds, authorized and issued, $125,000; dated Jan. 1, 1900, due 1920; int. payable Jan. and July, at office of Merchants Trust Co., of Philadelphia, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; 14 cars, of which 7 are motor cars and 7 trail cars; Dick & Church engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, St. Louis cars, Brill trucks.

LIGHTING PLANT.—1 1,000 light T.-H. alternator, 12 miles of mains, 1 175 H. P. Phœnix engine.

OFFICERS.—Pres. John J. Tyler, Philadelphia, Pa.; V. Pres. Morris Cliggett, Sec. Treas. & Gen. Man. John R. Tracy.

GENERAL OFFICE, 421 Broadway, Pittsburg, Kan.

Date of information, Feb., 1901. x

PITTSBURG, PA.

Population in 1880 was 156,389, in 1890, 238,617, in 1900, 321,616. The total present population of the city and suburbs is approximately 650,000.

The Central Traction Co.—Chartered Dec. 21, 1888. Annual meeting, second Tuesday in Feb.

Leased, on Apr. 2, 1896, for 950 years to the Consolidated Traction Co. for a rental of $45,000 per annum, equivalent to 3 p. c. on the par value of the capital stock. It is understood that the lessee also assumes the fixed charges of the lessor.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $375,000; coupon, but may be registered; dated July 1, 1889, due 1929; denom. $500; int. payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg, trustee of mortgage.

Central Passenger Ry. Co.'s first mortgage 6 p. c. bonds, authorized, $250,000, issued, $125,000; dated Oct. 1, 1894, due 1924; int. payable Apr. and Oct., at Union Trust Co., trustee of mortgage.

Operation.—Included in the report of the Consolidated Traction Co. (which see).

Dividends.—In 1896, 2 p. c.; in 1897 and thereafter, 3 p. c.

Plant and Equipment.—(See Consolidated Traction Co.)

Officers.—Pres. J. D. Collery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr.

Directors.—J. D. Collery, J. H. Reed, J. H. Given, Joshua Rhodes, Geo. H. Frazier, M. K. McMullin.

References.—Description of road, Vol. VI, May, '90, p. 257; Vol. VII, Souv., '91, p. 16 (ill.).

Date of information, Mar., 1902. z

Consolidated Traction Co. of Pittsburg.—Chartered July 23, 1895, for the purpose of effecting a consolidation of the principal street railway properties of Pittsburg. The company has purchased the entire capital stock of the Fort Pitt Traction Co., which leases the Allegheny Traction Co. and the Citizens' Traction Co. The Consolidated Traction Co. also owns a controlling interest in the capital stock of the Central Traction Co., the Pittsburg Traction Co. and the Duquesne Traction Co. In Dec., 1901, this company leased the property of of the Monongahela St. Ry. Co. The capital liabilities of the old consolidated system are as follows:

	Cap. Stock Issued.	Cap. Stock Paid in.	Funded Debt.
Central Traction Co.	$ 1,500,000	$ 899,862	$ 500,000
Duquesne Traction Co.	3,000,000	3,000,000	1,500,000
Fort Pitt Traction Co.	3,000,000	3,000,000	938,000
Citizens' Traction Co.	3,000,000	3,000,000	1,620,000
Allegheny Traction Co.	500,000	500,000	750,000
Pittsburg Traction Co.	2,500,000	2,500,000	1,000,000
	$13,500,000	$12,899,862	$6,308,000

Capital Stock.—Common stock, authorized and issued, $15,000,000; par value, $50 per share.

6 p. c. cumulative preferred stock, authorized, $15,000,000, issued, $12,000,000; par value, $50. The preferred stock participates equally with the common stock after 6 p. c. has been paid on the latter. First dividend was paid on the preferred stock in May, 1897, and 3 p. c. semi-annually since then.

Note.—Under the plan of consolidation, the preferred stock was exchanged for the common stock of the constituent companies in the following proportions:

	Old Common Stock.	New Preferred Stock.
Central Traction Co.	$1,500,000	$ 900,000
Duquesne Traction Co.	3,000,000	2,220,000
Fort Pitt Traction Co.	3,000,000	2,400,000
Pittsburg Traction Co.	2,500,000	3,500,000

The Philadelphia Co. owns 245,699 shares of the common stock, and 232,485 shares of the preferred stock of this company, and on Jan. 1, 1902, the Pittsburg Railways Co. assumed control of the road under an operating contract.

Funded Debt.—The company has a direct debt of $18,000, and the funded debt of the constituent companies amounts to $6,308,000, as above stated.

Operation.—The following is a combination of the operating reports of the constituent companies for the periods ending as follows:

	Years end. June 30, 1899.	1900.	10 mos.end. Jan. 31, 1901.	Year end. June 30, 1901.
Receipts from pass.	$2,301,220	$2,733,910	$2,436,357	$2,918,601
" other sources.	452,775	19,193	301,581	360,588
" total	2,753,995	2,753,103	2,737,938	3,279,189
Operating expenses	1,214,425	1,341,565	1,130,480	1,362,565
Earnings from operation.	1,539,570	1,411.538	1,607,458	1,916,624
Deduc. from earnings.				
Taxes	57,229	186,000	163,674	203,838
Interest	318,584	317,710	264,998	317,786
Rentals	548,100	229,080	459,250	551,100
Other deductions				13,373
Net income	615,657	678,748	719,536	830,527
Dividends paid	584,619	649,806	600,000	720,000
To surplus account	31,038	28,492	119,536	110,527
P. c. op. ex. to total rcpts.	40.4	48 7	47.3	41.6

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 270,014
Transportation expenses	865,853
Maintenance of way and buildings	77,489
Maintenance of equipment	149,208
Total	$1,362,565

Passengers carried in 1901, 61,609,802.

Balance Sheet.—Dated

ASSETS.	June 30, 1899.	June 30, 1900.	Jan. 31. 1901.	June 30, 1901.
Cost of road	$ 6,798,000	$ 3,582,642	$ 3,622,183	$ 5,965,119
Cost of equipment.	1,575,093	1,806,489	1,939,020	
Stock of other co's.	18,831,310	22,182,765	22,182,765	22,182,765
Cash on hand		452,555	310,953	128,925
Due by agents	395,402			
Open accounts		169,699	200,435	171,843
Mat. and supplies.		52,533	67,027	74,823
Insurance unex'pd premium				9,257
Taxes & expenses prepaid				14,729
Cap. stk. in treas.				32,600
Total	$27,539,805	$28,256,683	$28,322,383	$28,380,061
LIABILITIES.				
Capital stock	$24,658,550	$27,000,000	$27,000,000	$27,000,000
Funded debt	18,000	18,000	18,000	48,000
Accounts payable.	2,522,104	990,081	897,080	88,361
Int. due & accr'd.				92,112
Taxes				270,474
Rentals of leased lines				122,650
Ft. Pitt Trac. Co.				399,333
Profit & loss (sur.)	341,151	248,602	407,303	359,130
Total	$27,539,805	$28,256,683	$28,322,383	$28,380,061

Plant and Equipment.—Miles of track (electric), 126.38; gauge, 5 ft. 2½ in.; 603 cars, of which 471 are motor cars and 132 trail cars.

Officers.—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy, Ch. Engr. F. Uhlenhaut, Jr., Mast. Mech. H. P. Clarke.

Directors.—Joshua Rhodes, T.H.Given, B.F. Jones, J.D.Callery, J. H. Reed, M. K. McMullin.

General Office, 435 Sixth Ave.

References.—Description of track, Vol. XIII, May, '97, p. 301; description of power plant, Vol. XIV, Jan., '98, p. 1 (ill.); description of power plant, Vol. XIV, Feb., '98, p. 97 (ill.); track construction, Vol. XIV, Apr., '98, p. 209 (ill.); description of power house, repair shops and car houses, Vol. XV, Mar., '99, p. 13 (ill.); description of power station, Vol. XV, Aug., '99, p. 503 (ill.); Kennywood Park, Vol. XVI, Apr, 7, '00, p. 348 (ill.); Aug. 4, '00, p. 707 (ill.); consolidation sanctioned, Vol. XVI, June 30, '00, p. 597; express service, Vol. XVI, Dec. 1, '00, p. 1148 (ill.).

Date of information, Mar., 1902. z

The Duquesne Traction Co.—Chartered Jan. 25, 1890. This company controls the following street railway properties chartered for operation in Pittsburg:

	Miles.	Capital Stock.
Duquesne Street Ry. Co.	3.5	$100,000
Boyd Street Ry. Co.	.6	3,000
Craig Street Passenger Ry. Co.	6.7	48,000
East End Street Ry. Co.	1.1	600
Grant Street Ry. Co.	.6	300
Highland Street Ry. Co.	2.1	15,000
Howe Street Ry. Co.	2.2	18,000
Larimer Street Ry. Co.	1.6	15,000
Market Street Ry. Co.	.3	500
People's Street Ry. Co.	5.2	35,000
Wilkinsburg & East Liberty Ry. Co.	2.4	14,300

The properties controlled by this company have been operated by the Pittsburg Traction Co. on a 99 year contract dated Jan. 1, 1892 (see Pittsburg Traction Co. for terms and conditions), but on Apr. 1, 1896, the company's lines were leased to the Consolidated Traction Co. for 950 years, at a rental of $120,000 per annum, equivalent to 4 p. c. on the capital stock.

Capital Stock, authorized and issued, $3,000,000, par value, $50 per share. Dividends payable Jan. and July, at office of Fidelity Title & Trust Co., of Pittsburg.

Funded Debt.—First mortgage 5 p. c. bonds, authorized and issued, $1,500,000; dated July 1, 1890, due 1930; coupon, but may be registered; int. payable Jan. and July.

Operation.—Is included in the report of the Consolidated Traction Co. (which see).

Plant and Equipment.—(See Consolidated Traction Co.)

References.—Description of road, Vol. VII, May, '91, p. 259; Vol. VII, Souv., '91, p. 23 (ill.).

Date of information, Mar., 1902. z

Monongahela Street Railway Co.—Chartered Apr. 13, 1898. Municipal franchise granted May 9, 1898. Annual meeting second Monday in Jan. This company is a consolidation of the Homestead & Highlands Street Ry. Co., the Braddock & Homestead Street Ry. Co., the Schenley Park & Highlands Ry. Co., and the Braddock & Duquesne St. Ry. Co. In Dec., 1901, this road was leased to the Consolidated Traction Co., which is now operated by the Pittsburg Railways Co.

Please note date of information at end of each report.

Capital Stock, authorized and issued $1,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,000,000; dated June 1, 1898, due 1928; denom. $1,000; int. payable June and Dec. at the office of Union Trust Co., trustee of mortgage.

Operation.—Period ending June 30,	1899.	1900.	1901.
Receipts from passengers	$122,609	$282,880	$354,044
" " other sources	2,257	2,214	2,249
" total	124,866	285,094	356,293
Operating expenses	84,334	164,813	224,153
Earnings from operation	40,532	120,281	132,140
Deductions from earnings.			
Taxes	5,555	8,343	8,639
Interest	25,000	50,000	50,000
Other deductions		17,339	1,020
Net income	9,977	44,599	72,481

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 44,499
Transportation expenses	145,422
Maintenance of way and buildings	12,863
" " equipment	21,369
Total	$224,153

Passengers carried in 1901, 9,221,189.

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$1,946,486	$2,079,418	$2,231,865
" " equipment	306,853	350,258	334,945
Cash	7,656	19,254	14,383
Bills and accounts receivable	20,510	74,847	
Material and supplies	2,442	2,672	6,539
Open accounts			56,699
Sundries			77,587
Profit and loss (deficit)	3,875		
Total	$2,287,322	$2,506,449	$2,722,018
LIABILITIES.			
Capital stock	$1,000,000	$1,000,000	$1,000,000
Funded debt	1,000,000	1,000,000	1,000,000
Loans	240,000	400,000	
Accrued interest	4,167	4,167	4,167
Other liabilities	43,155	61,556	604,644
Profit and loss (surplus)		40,726	113,207
Total	$2,287,322	$2,506,449	$2,722,018

Plant and Equipment.—Miles of track (electric), 25.05; gauge, 5 ft. 2½ in.; 90 lb. rail; 70 motor cars, 1500 K. W. power of station plant; Buckeye engines, West. dynamos and motors, Laclede cars, McGuire trucks.

Officers.—Pres. W. L. Mellon, V. Pres. A. W. Mellon, Sec. Geo. S. Davison, Treas. R. B. Mellon.

Directors.—A. W. Mellon, R. B. Mellon, W. S. Mitchell, George S. Davison.

General Office, 512 Smithfield St., Pittsburgh, Pa.

Date of information Mar., 1902. z

Mt. Troy & Reserve Township Traction Street Railway Co.—Chartered July 2, 1892.

Capital Stock, $20,000.

Funded Debt.—

Operation.—Year ending June 30, 1901.

Gross receipts	$1,995
Operating expenses	4,971
Deficit from operation	2,976
Taxes	4

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip...	$25,005	Capital stock	$20,000
Cash	695	Accounts payable	6,000
Profit and loss (deficit)...	2,800	Bills payable	2,500
Total	$28,500	Total	$28,500

Plant and Equipmemt.—Miles of track, 2.75; 2 cars.

Officers.—Pres. F. B. McFeely, V. Pres. A. Buerkee, Sec. & Treas. John L. McFeely.

Directors.—F. B. McFeely, A. Buerkee, Chas. F. Harbaugh, R. J. Stoury, Jr., John L. McFeely, John C. Slack, Henry S. Becker.

General Office, 605 Times Bldg., Pittsburg, Pa.

Date of information, Dec., 1901. b

Pittsburg Railways Co.—This company is the successor to the Southern Traction Co., which was chartered in 1900 to consolidate the lines operated by the West End Traction Co. and all the lines about Pittsburg south of the Monongahela River. On Dec. 30, 1901, by vote of the directors, the name of the Southern Traction Co. was changed to the Pittsburg Railways Co. On Jan. 1, 1902, this company, as the operating company, assumed control of all the street railway properties owned and controlled by the Philadelphia Co.

Capital Stock.—Common Stock, authorized and issued, $2,500,000; preferred stock, 5 p. c. cumulative, authorized and issued, $2,500,000.

Funded Debt.—First mortgage collateral trust 5 p. c. gold bonds, authorized, $4,000,000, issued, $3,100,000; held in treasury for future improvements, $900,000; dated Oct. 1, 1900, due 1950; denom. $1,000, coupon but may be registered, not subject to call before maturity; int. payable at office of Union Trust Co. of Pittsburg, trustee.

PRIOR LIENS.

West End Traction Co.'s consolidated mortgage 5 p. c. bonds, issued, $600,000. (For full description of all prior liens see report of West End Traction Co.)

Pittsburg, Crafton & Mansfield Street Ry. Co.'s first mortgage 5 p. c. bonds; issued, $250,000.

Pittsburg & West End Passenger Ry. Co.'s first mortgage 5 p. c. bonds; issued, $500,000.

SECURITIES OWNED.

The following entire issues of securities are now owned by this company:

50,000 shares common stock of West End Traction Co.
50,000 shares preferred stock of West End Traction Co.
400 shares capital stock of McKees Rocks & Ingram Street Ry. Co.
400 shares capital stock of Pittsburg, Banksville & Mt. Lebanon Street Ry. Co.
300 shares capital stock of McKees Rocks & Neville Island Street Ry. Co.
120 shares capital stock of Crafton & Chartier's Valley Traction Co.
120 shares capital stock of Virginia Avenue Street Ry. Co.
100 shares capital stock Carnegie Bridge Co.

Operation.—This report includes the West End Traction Co. for 3 mos. and the Southern Traction Co. for 9 mos., making total report for year ending June 30, 1901.

Receipts from passengers	$562,619
" " other sources	11,203
" total	573,822
Operating expenses	290,791
Earnings from operation	283,031
Deductions from earnings.	
Taxes	29,048
Interest on funded debt	168,113
Other expenses	982
Net income	84,888

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$4,517,616	Capital stock	$5,000,000
Stock of other co.'s	5,072,000	Funded debt	4,479,000
Cash	36,142	Accrued interest	37,580
Materials and supplies.	4,685	Loans	61,698
Other liabilities	11,382	Accounts payable	52,183
		Profit and loss (sur.)	11,365
Total	$9,641,826	Total	$9,641,826

Plant and Equipment.—(See report of West End Traction Co.)

Officers.—Pres. J. D. Callery, V. Pres. J. H. Reed, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell.

Directors.—J. D. Callery, J. H. Reed, Joshua Rhodes, A. W. Mellon, T. H. Given, P. A. B. Widener, W. K. McMullin.

General Office, 7,435 Sixth Ave., Pittsburg, Pa.

Date of information, Mar., 1902. z

Philadelphia Co.—This company was originally a natural gas company. It now controls all the artificial lighting and heating plants in Pittsburg and Allegheny. In Oct., 1899, this company entered the street railway field and exchanged its stock for that of the United Traction Co., and since that time has absorbed a number of other street railway properties in Pittsburg and Allegheny. The following is a list of the street railway properties controlled by this company, with number of shares owned.

United Traction Co. of Pittsburg, common stock, 339,864 shares out of a total issue of 340,000 shares.

*Consolidated Traction Co., common stock, 245,699 shares out of a total issue of 300,000 shares; preferred stock, 232,485 shares out of a total issue of 240,000 shares.

Southern Traction Co., common stock, 50,000 shares; preferred stock, 50,000 shares.

East McKeesport Street Ry. Co., common stock, 5,000 shares.

Tustin Street Ry. Co., common stock, 24 shares.

Pittsburg & Charleroi Ry. Co., the entire capital stock.

Please note date of information at end of each report.

On Jan. 1, 1902, the Pittsburg Railways Co. assumed control, under an operating contract, of all the street railway properties owned by the Philadelphia Company.

In Feb., 1902, it was announced that the Philadelphia Co. had purchased all the elevated railway franchises secured by the Bigelow-Olivers-Quay syndicate at the last session of the legislature.

* This stock is held as security for the collateral trust bonds of 1901, which bonds are also a second lien on certain of the constituent illuminating companies.

Capital Stock.—Common, authorized, $30,000,000, issued, $26,638,404; par value, $50 per share.

5 p. c. non cumulative stock, authorized, $6,000,000, issued, $5,743,237; par value, $50 per share.

This company also owns stocks of the following underlying companies:

United Traction Co., common stock, $17,000,000.
Consolidated Gas Co., common stock, $4,000,000.

Funded Debt.—First and collateral trust mortgage 5 p. c. gold bonds, authorized, $6,500,000. issued, $4,250,000; coupon but may be registered; dated Mar. 1, 1899, due 1949; denom. $1,000; int. payable Mar. and Sept.; Maryland Trust Co., Baltimore, Md., trustee of mortgage.

Consolidated and collateral trust mortgage 5 p. c. gold bonds, authorized, $22,000,000, issued, $11,624,250; dated Nov. 1, 1901, due 1951; denom. $1,000; int. payable May and Nov.; Continental Trust Co., Baltimore, Md., trustee of mortgage.

United Traction Co.'s general mortgage 5 p. c. gold bonds, authorized, $10,000,000, issued, $4,750,000; coupon but may be registered; dated July 1, 1897, due 1997; denom. $1,000; Maryland Trust Co., Baltimore, Md., trustee of mortgage.

United Traction Co.'s div. 5 p. c. and 6 p. c. bonds, $5,250,000; dated 1889-1894.

East McKeesport Street Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated Dec. 1, 1889, due 1929; denom. $1,000; int. payable July and Dec., at Fidelity Title & Trust Co., Pittsburg, trustee of mortgage.

Allegheny County Light Co.'s first mortgage 6 p. c. bonds, $500,000.

East End Electric Light Co.'s first mortgage 6 p. c. bonds, $500,000.

Consolidated Gas Co.'s first mortgage 5 p. c. gold bonds, $5,000,000.

Braddock Gas & Light Co.'s first mortgage 5 p. c. bonds, authorized and issued, $40,000.

Southern Heat, Light & Power Co.'s first mortgage 5 p. c. gold bonds, authorized, $300,000, issued, $200,000.

Monongahela Light & Power Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,700,000.

Officers.—Pres. J. H. Reed, V. Pres. J. D. Callery, Sec. W. B. Carson, Treas. C. J. Braun, Jr., Gen. Man. J. F. Goffey, Audr. C. S. Mitchell.

Directors.—J. H. Reed, J. D. Callery, T. H. Given, W. L. Elkins, Joshua Rhodes, M. K. McMullin, Geo. H. Frazier, H. J. Bowdoin, P. Calhoun.

Date of information, Mar., 1902. z

Pittsburg & Birmingham Traction Co.—Chartered Aug. 15, 1889. Annual meeting second Tuesday in Aug. This company is the owner or lessee of the following named corporations:

Arlington Avenue Street Ry. Co
Bingham Street Ry. Co.
Birmingham, Knoxville & Allentown Traction Co.
Birmingham Street Ry. Co.
Bradford & South Ninth Street Ry. Co.
Brownsville Avenue Street Ry. Co.
Hill-Top Ry. Co.
Jane Street Ry. Co.
Knoxsville Street Ry. Co.
Lower St. Clair Street Ry. Co.
McKean Street Ry. Co.
Mount Oliver Incline Plane Ry. Co.
Pittsburg, Hill-Top & Castle Shannon Street Ry. Co.
Pittsburg & Birmingham Passenger R. R. Co.
Pittsburg & Birmingham Traction Co.
Pittsburg & Hill-Top Street Ry. Co.
Pittsburg & Homestead & Munhall Street Ry. Co.
Pittsburg Incline Plane Co.
Pittsburg & Knoxville Street Ry. Co.
Pittsburg, Knoxville & St. Clair Street R. R. Co.
Pittsburg & Ormsby Passenger R. R. Co.
Rural Street Ry. Co.
South Side Passenger R. R. Co.
West Liberty Street Ry. Co.

In Dec., 1901, this company was leased to the United Traction Co., which is now operated by the Pittsburg Railways Co.

Capital Stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; coupon, but may be registered; dated Nov. 20, 1889, due Nov. 1, 1929; denom. $1,000; int. payable May and Nov., at office of company; trustee of mortgage, Fidelity Insurance, Trust & Safe Deposit Co., of Philadelphia, Pa.

Debenture 6 p. c. bonds, $115,000; dated Sept. 1, 1892, due Sept. 1, 1917; int. payable Mar. and Sept.

The company has guaranteed the following bond issues:

South Side Passenger Ry. Co.'s 5 p. c. bonds $10,000; dated 1891, due 1901; int. payable Apr. and Oct.

Birmingham, Knoxville & Allentown Traction Ry. Co.'s 6 p. c. bonds, $500,000; dated Sept. 1, 1891, due 1931; int. payable Mar. and Sept.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass..	$452,164	$415,508	$458,785	$533,177	$537,248
" other sources.	5,458	20,695	21,086	99,278	124,679
" total.....	457,622	436,203	479,871	632,455	661,927
Operating exp.....	243,407	204,313	224,608	251,432	225,699
E'rn'gs from op'n..	214,215	231,890	255,263	381,023	436,228
Deduct. from earns.					
Interest.....	75,000	117,436	120,500	120,500	145,279
Taxes.....	60,741	18,390	16,074	17,006	31,368
Rentals.....		34,591	12,000	35,948	54,347
Bridge tolls.....	9,343		23,692	90,388	
Other expenses ..					67,702
Net income.....	69,131	61,473	82,997	117,181	137,532
Dividends paid.....		30,000	60,000	90,000	90,000
Per cent. op. exp. to total receipts.....	53.2	46.8	46.8	46.8	34.1

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 18,634
Transportation expenses	166,867
Maintenance of way and buildings	5,813
" " equipment	34,385
Total	$225,699

Passengers carried in 1901, 11,408,673.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Prop. and franchises...	$2,898,030	$2,898,030	$2,898,803	$2,892,237
Cost of road and equip.	1,638,888	1,638,888	1,638,888	1,638,888
Stocks	1,003,550	1,003,550	1,003,813	1,208,463
Cash assets	11,835	16,961	24,139	29,521
Other assets	880	980	1,240	1,430
Accounts receivable....	179,810	129,752	124,257	173,981
Materials and supplies.	6,060	10,976	13,273	12,799
Mercantile Trust Co...		8,285		
Total	$5,739,054	$5,707,422	$5,704,413	$5,957,318
LIABILITIES.				
Capital stock	$3,000.000	$3,000,000	$3,000,000	$3,000,000
Funded debt	1,500,000	1,500,000	1,500,000	1,500,000
Guaranteed bonds	810,000	810,000	810,000	1,010,000
Debenture bonds	147,000	147,000	131,000	124,000
Bills payable			15,261	
Accounts payable	76,166	44,238	36,262	59,389
Accrued interest	33,802	36,572	38,487	43,004
Loans	9,000	23,389		
Profit and loss (sur.)...	163,086	146,223	173,403	220,925
Total	$5,739,054	$5,707,422	$5,704,413	$5,957,318

Plant and Equipment.—Miles of track (electric), 33.8, gauge, 5 ft. 2½ in.; 12 in. 90 lb. and 63½ lb. Johnson girder rail; 7 horses, 84 cars, of which 1 is a horse car, 78 are motor cars and 5 trail cars; Hamilton-Corliss and Allis engines, West. dynamos and motors, Gilbert and St. Louis cars.

Officers.—Pres. W. L. Mellon, V. Pres. A. W. Mellon, Sec. Geo. S. Davison, Treas. R. B. Mellon.

Directors.—W. L. Mellon, A. W. Mellon, R. B. Mellon, Geo. S. Davison, W. S. Mitchell, C. F. Farren, J. H. Gross.

General Office, 512 Smithfield St., Pittsburg, Pa.

References.—Description of road, Vol. VII, Aug. '91, p. 426 (ill.); Vol. VII, Souv., '91, p. 30 (ill.); annual report, Vol. X, Nov., '94, p. 755.

Date of information, Mar., 1902. z

Pittsburg & Charleroi Railway Co.—This road is now under construction. The entire capital stock of this company is owned by the Philadelphia Co., and the road is leased to the United Traction Co.

Plant and Equipment.—Miles of track, 18.

Officers.—Pres. F. M. Ross, Sec. R. P. Dickson, Treas. W. S. Mitchell, Asst. Sec. & Treas. Weaver H. Rogers.

General Office, 512 Smithfield St., Pittsburg, Pa.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

Suburban Rapid Transit Street Railway Co.—Chartered Sept. 28, 1886. In Aug,, 1899, the South Twenty-second St. Ry. Co. was consolidated with this company, which has entirely rebuilt and extended its road.

Capital Stock, authorized and issued, $800,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$42,192	$45,445	$45,071	$38,249	$126,577
Operating expenses	33,795	31,465	33,025	30,015	66,773
Earnings from operation	8,397	13,980	12,046	8,234	59,804
Deductions from earnings.					
Interest on funded debt	13,060	13,691	12,000	16,000	12,000
Taxes	2,926	1,075	1,286	1,272	2,694
Rentals					17,449
Other deductions		660	2,263	2,444	11,642
Net income	*7,589	*1,446	*2,503	*11,482	16,019

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$230,413	$221,258	$327,994	$622,996	$ 790,765
" equipment	98,113	98,650	102,082	167,909	171,267
Cash	1,751	305			45,498
Material and supplies.	4,603	9,596	1,942	1,007	2,246
Sundries	909	900	10	2,611	2,236
Profit and loss (deficit).	18,258	19,704	3,504	16,078	59
Total	$354,047	$350,413	$435,532	$810,601	$1,012,071
LIABILITIES.					
Capital stock	$122,000	$122,000	$200,000	$212,000	$ 800,000
Funded debt	200,000	200,000	200,000	200,000	200,000
Accrued interest	4,000	2,800		4,000	4,000
Loans	24,700	25,000	33,500	393,500	
Accounts payable	3,347	613	1,991	1,101	7,195
Sundries			51		876
Total	$354,047	$350,413	$435,532	$810,601	$1,012,071

Plant and Equipment.—Miles of track (electric), 14.6; gauge, 5 ft. 2½ in.; 90 lb. girder rail; 19 motor cars; 2 engines, 2 dynamos; Fisher, and Harrisburg engines, Gen. Elec. and West. dynamos and motors, Laclede cars.

Officers.—Pres. E. V. Hays, Sec. & Treas. A. E. Braun, Supt. & Pur. Agt. B. A. Mapledoram, Ch. Engr. George S. Davison, Elecn. G. Callihan.

Directors.—E. V. Hays, Geo. C. Moore, E. B. Coll, A. E. Braun, R. T. Rossell.

General Office, 220 4th Ave., Pittsburg, Pa.

Power Station, Mount Oliver, Pittsburg.

References.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Dec., 1901. b

United Traction Co. of Pittsburg.—Chartered July 27, 1896, for 999 years. Annual meeting second Monday in Oct. This company has purchased all the property and franchises of The Second Avenue Traction Co. (including the McKeesport & Reynoldton Passenger Ry. Co., and the Pittsburg, Glenwood & Homestead Passenger Street Ry. Co.) and the North Side Traction Co. (which was leased to the Second Avenue Traction Co., and which leases the Federal Street & Pleasant Valley Passenger Ry. Co.). This company has also purchased the capital stock, and has leased the property of the Pittsburg, Allegheny & Manchester Traction Co. (lessor of the Union Passenger Ry. Co.), for 950 years from June, 1897. In Dec., 1901, this company leased the property of the Pittsburg & Birmingham Traction Co. and Pittsburg & Charleroi Street Ry. Co. In Feb., 1902, 339,864 shares of 340,000 shares of the common stock of this company were acquired by the Philadelphia Co., of Pittsburg, which is now operated by the Pittsburg Railways Co.

Capital Stock.—Common stock, authorized and issued, $17,000,000; par value, $50 per share.

Preferred cumulative stock, authorized and issued, $3,000,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. gold bonds, authorized $10,000,000, issued $4,750,000; in escrow (see Note), $5,250,000; coupon, but may be registered; dated July, 1897, due 1997; denom. $1,000; int. payable Jan. and July, in New York City; trustee of mortgage, Maryland Trust Co., of Baltimore.

PRIOR LIENS.

Federal Street & Pleasant Valley Passenger Ry. Co.'s consolidated mortgage, 5 p. c. bonds, $1,250,000.

Pittsburg, Allegheny & Manchester Traction Co.'s general mortgage bonds, $1,500,000.

Second Avenue Traction Co.'s first mortgage 5 p. c. bonds, $2,500,000.

Note.- $5,250,000 of the United Traction Co.'s bonds are held in escrow to retire the bond issues of the leased companies described above.

Operation.—The combined operating report of the leased companies up to the date of their lease, and of the completed system after that date is as follows:

Year ending June 30,

	1899.	1900.	1901.
Receipts from passengers	$1,578,356	$1,783,461	$1,935,989
" other sources	25,797	33,225	22,126
" total	1,604,266	1,816,686	1,958,115
Operating expenses	732,272	836,641	914,276
Earnings from operation	871,994	980,045	1,043,839
Deductions from earnings.			
Taxes	80,115	130,973	118,015
Interest	501,550	501,540	518,475
Rentals	32,867	32,868	33,467
Other deductions	8,150	12,804	
Net income	249,312	301,860	373,881
Dividends	150,000	150,000	150,000
To surplus account	99,312	151,860	223,882

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$151,776
Transportation expenses	565,772
Maintenance of way and buildings	73,906
Maintenance of equipment	122,821
Totol	$914,276

Passengers carried in 1901, 40,659,674.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equipment	$30,666,525	$30,671,575	$17,100,965
Other permanent investments			13,905,050
Cash	18,233	90,975	12.442
Bills and accounts receivable	21,313	46,170	1,171
Materials and supplies	56,902	63,294	39,026
Other assets	4,337	8,278	29,710
Total	$30,777,309	$30,880,292	$31,088,364
LIABILITIES.			
Capital stock	$20,000,000	$20,000,000	$20,000,000
Funded debt	10,000,000	10,000,000	10,000,000
Accrued interest	27,833	27,834	73,814
Bills and accounts payable	437,249	596,827	487,971
Other liabilities	2,887		72,397
Dividends	75,000		
Rental	14,993		14,743
Betterments	3,810		
Profit and loss (surplus)	215,538	255,631	439,440
Total	$30,777,309	$30,880,292	$31,088,365

Dividends in 1898, 1899 1900 and 1901, 5 p. c. on preferred stock.

Plant and Equipment.—Miles of track (electric), 117.13; gauge, 5 ft. 2½ in.; 344 cars, of which 299 are motor cars and 45 trail cars; Providence and Russell engines, West. dynamos, Gen. Elec. and West. motors, Laclede, St. Louis and Pullman cars.

Officers.—Pres Jas. D. Callery, Asst. to Pres. S. L. Tone, V. Pres. J. H. Reed, Sec. W. B, Carson, Treas. C. J. Braun, Jr., Audr. C. S. Mitchell, Gen. Supt. John Murphy, Ch. Engr. F. Uhlenhaut, Jr.

Directors.—Jas. D. Callery, M. K. McMullin, H. J. Bowdoin, P. Calhoun, J. H. Reed.

General Office.—435 6th Ave., Pittsburg, Pa.

References.—Transfer of stock, Vol XIII, Dec., '97, p. 870; life of gears, pinions and trolley wheels, Vol. XIV Jan., '98, p 11; wheel records, Vol. XIV, Jan., '98, p. 11; operating detail, Vol. XIV, Mar., '98, p. 137 (ill.); description of system, Vol. XV, July, '99, p. 44 (ill.) map.

Date of information, Mar., 1902. z

West End Traction Co.—Chartered Nov. 15, 1897, as a consolidation of the Pittsburg & West End Passsenger Ry. Co., the Pittsburg, Crafton & Mansfield Street Ry. Co., the Pittsburg, Neville Island & Coraopolis Ry. Co., the West End, Mt. Washington & Banksville Ry. Co. (only partly built), and the Carnegie Heidelburg & Bridgeville Street Ry. Co. (not yet constructed). This company commenced operating the properties named on Jan. 1, 1898. In Aug., 1900, the properties of this company and its constituent companies were consolidated into the Southern Traction Co., the name of which was changed to the Pittsburg Railways Co. on Jan. 1, 1902.

Capital Stock.—Common stock, authorized and issued, $2,500,000.

Preferred stock, authorized and issued $2,500,000.

Funded Debt.—Consolidated mortgage 5 p.c. bonds, authorized, $1,500,000, issued, $600,000; in escrow (see Note) $750,000, in treasury, $150.000; dated Jan. 1, 1898, due 1938; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburg.

Please note date of information at end of each report.

Pittsburg, Crafton & Mansfield Street Ry. Co's. first mortgage 5 p. c, bonds authorized and issued, $250,000; dated July 1, 1894,due 1924; int. payable Jan. and July at office of Pittsburg Trust Co., trustee of mortgage.

Pittsburg & West End Passenger Ry. Co's. first mortgage 5 p. c. bonds, authorized and issued, $500,000; dated July 1, 1892, due 1922; coupon, but may be registered; denom. $1,000; int. payable Jan. and July at office of City Savings Bank, of Pittsburg; trustee of mortgage, Fidelity Title & Trust Co., of Pittsburg.

Note.—Of the consolidated mortgage bonds, $850,000 are held in escrow to retire the underlying bonds described above.

*Operation.—Year ending June 30,	1898.	1899.	1900.
Receipts from passengers	$310,558	$387,239	$485,019
" other sources	19,307	7,422	8,846
" total	329,865	394,661	493,865
Operating expenses	177,221	177,324	225,456
Earnings from operation	152,644	217,337	268,409
Deductions from earnings.			
Taxes	14,052	4,081	28,080
Interest	45,357	68,865	73,825
Other deductions	1,725		385
Net income	91,510	144,391	166,119
Dividends	87,500	125,000	125,000
To surplus account	4,010	19,391	41,119

*Operating report for 1901 is included in report of Pittsburg Railways Co.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$384,943	$ 440,483	$ 526,691	$2,865,999
Cost of equipment	89,580	147,543	166,478	224,953
Stock of other cos	5,000,000	5,000,000	5,000,000	3,500,000
Bonds " "	850,000	850,000	850,000	
Cash	49,602	54,084	26,277	28,230
Open accounts	100	557	1,334	25,082
Total	$6,374,225	$6,492,667	$6,570,760	$6,644,264
LIABILITIES.				
Capital stock	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Funded debt	1,350,000	1,350,000	1,475,000	1,475,000
Accounts payable	18,664	12,705	29,678	29,664
Profit and loss (surp.).	5,561	24,962	66,082	139,599
Total	$6,374,225	$6,492,667	$6,570,760	$6,644,264

Plant and Equipment.—Miles of track (electric), 45.4; 86 cars of which 18 are horse cars, 64 are motor cars and 4 trail cars; 4 horses, West. dynamos and motors.

Officers.—Pres. John C. Reilly, Sec. W. V. Callery, Treas. & Supt., W. J. Burns, Gen. Man. E. S. Reilly.

Directors.—John C. Reilly, Thos. S. Bigelow, Wm. V. Callery, W. J. Burns, J. D. Callery, E. S. Reilly, of Pittsburg.

General Office, West Carson St., Pittsburg.

Reference.— Pittsburg & West End Passenger Ry. Co.—Description of road, Vol. VII, Souv., '91, p. 35 (ill.).

Date of information, Mar., 1902. z

Pittsburg, McKeesport & Connellsville Railway Co.—This company was organized in Dec., 1900, as a consolidation of the Connellsville & Uniontown Ry. Co., the McKeesport, Wilmerding & Dequesne Ry. Co., the Connellsville & Leisenring St. Ry. Co., and the McKeesport & Youghiogheny Street Ry. Co. About 80 p. c. of the line is constructed on private rights of way. The company commenced operation of the properties Jan. 1, 1901, and also operates its own coal mines, adjoining the power station.

Capital Stock authorized, $3,500,000, issued, $3,000,000.

Funded Debt.—First consolidated 5 p. c. gold bonds, authorized, $3,500,000, issued, $2,768,500; held in escrow to retire prior liens, $231,500; held in treasury for future improvements, $500,000; dated Jan. 1, 1901, due 1931; denom. $1,000; not subject to call before maturity; int. payable Jan. and July at office of Mercantile Trust Co. of Pittsburg, trustee.

Operation.—6 mos. ending June 30, 1901.

Gross receipts	$65,191
Operating expenses	57,748
Earnings from operation	7,443
Deductions from earnings.	
Taxes	521
Interest on funded debt	29,758
Net deficit	22,836

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$2,204,719	Capital stock	$1,050,000
Profit and loss (deficit).	22,836	Funded debt	1,155,000
		Loans	22,045
		Sale of old material	510
Total	$2,227,555	Total	$2,227,555

Plant and Equipment.—Miles of track (electric) in operation, 40; under construction, 60; gauge, 5 ft. 2½ in.; 70 lb. and 90 lb. girder rail and 70 lb. T rail; 30 motor cars; West. generators, Russell engines, West & Lorain motors, Laclede and Brill cars.

Officers.—Pres. Hon. Wm. H. Graham, V. Pres. Charles A. Painter, Sec. M. K. Salsbury, Asst. Treas. W. S. Kuhn, Gen. Man. M. R. Macadoo, Ch. Engr. W. D Chapman, Div. Supts. C. H. Howell, McKeesport; D. S. Fornwalt, Connellsville; R. A. Burd, Uniontown.

Directors.—E. C. Converse, New York; Hon. W. H. Graham, W. S. Kuhn, M. K. Salsbury, C. A. Painter, J. G. Whitney, Pittsburg, Pa.

General Offices, Bank for Savings Bldg., Pittsburg, Pa.

Power Station, Everson, Pa.

Date of information, Jan., 1902. z

PITTSFIELD, MASS.

Population in 1880, 13,364, in 1890, 17,252, in 1900, 21,766.

Pittsfield Electric Street Railway Co.—Chartered Apr. 21, 1886. Annual meeting in October.

CAPITAL STOCK, authorized and issued, $130,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, issued, $55,000; due 1911–1914.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$61,168	$66,302	$73,076	$79,953	$87,071
Operating expenses	35,971	42,932	54,131	64,650	66,225
Earnings from oper	25,197	23,370	18,945	15,303	20,846
Deduc. from earnings.					
Int. on funded debt	2,250	2,250	2,466	2,700	2,700
" floating debt	101	181	248	677	625
Taxes	1,047	1,031	2,845	3,858	3,749
Other deductions	190	278	363	163	
Net income	21,609	19,630	13,022	7,905	13,773
Dividends paid	3,600	3,600	4,800	4,800	4,800
To surplus account	18,009	16,030	8,222	3,105	8,973
Total surplus account	17,209	12,239	*13,461	†13,566	26,540

*$7,000 written off for depreciation. †$3,000 written off for depreciation.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 6,095	$ 7,928	$ 8,053	$11,355	$11,619
Transportation exp.	22,884	23,164	27,942	30,625	33,574
Maint. of way & build.	4,428	7,457	10,127	13,140	14,816
" " equip.	2,563	4,383	8,009	9,530	6,216
Total	$35,971	$42.932	$54,131	$64,650	$66,226

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	1,219,960	1,318,035	1,470,937	1,593,346	1,760,212
Car miles run	252,268	260,900	347,869	354,947	372,243
Gr. rec per car mile	$.243	$.253	$.210	$.222	$.234
Op. exp. per car mile	.143	.164	.155	.182	.177

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 86,899	$ 91,575	$ 87,090	$ 85,590	$166,918
" equipment	20,042	23,910	25,970	25,970	30,631
Other perm. invest.	12,741	22,480	47,758	45,283	43,283
Cash and cur.assets.	2,528	11,124	202	6,515	5,800
Total	$122,209	$149,089	$161,020	$163,358	$246,632
LIABILITIES.					
Capital stock	$ 60,000	$ 80,000	$ 80,000	$ 80,000	$130,000
Funded debt	45,000	45,000	55,000	55,000	55,000
Floating debt		11,850	12,559	14,791	35,093
Profit and loss (sur.)	17,209	12,239	13,461	13,567	26,540
Total	$122,209	$149,089	$161,020	$163,358	$246,632

PLANT AND EQUIPMENT.—Miles of track (electric), 15.7; gauge, 4 ft. 8½ in.; 56 lb. 72 lb. and 90 lb. girder and T rail; 3 horses; 18 motor cars and 5 trail cars; West. dynamos and motors, Brill, Jones and Stephenson cars.

OFFICERS.—Pres. Jos. Tucker, Sec. J. M. Stevenson, Treas. C. E. Merrill, Gen. Man. Peter C. Dolan, Supt. Patrick H. Dolan.

DIRECTORS.—Joseph Tucker, J. L. Bacon, James W. Hull, Alexander Kennedy, P. C. Dolan, J. M. Stevenson, C. E. Merrill, Pittsfield Mass.

GENERAL OFFICE, Seymour & Wahconah Sts., Pittsfield, Mass.

REFERENCES.—Increase of bonds, Vol. IX, July, '93, p. 490; description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Dec., 1901. b

Berkshire Street Railway Co.—Chartered June 11, 1901. This company has about 42 miles of track under construction, and expects to commence operation about June 1, 1902. The road will serve Great Barrington, Stockbridge, Lee, Lenox. Pittsfield, Lanesboro and Cheshire, where it will connect with the Hoosac Valley St. Ry., running to Adams, North Adams and Williamstown.

CAPITAL STOCK, $550,000.

OFFICERS.—Pres. R. D. Gillet, V. Pres. B. D. Rising, Sec. Franklin Weston, Treas. Arthur W. Eaton.

DIRECTORS.—R. D. Gillet, Westfield, Mass.; Franklin Weston, Dalton, Mass.; Thomas Post, Lenox, Mass.; John P. Pomeroy, Great Barrington, Mass.; B. D. Rising, Springfield Mass.; Arthur W. Eaton, Thomas D. Peck, Pittsfield, Mass.

GENERAL OFFICE, Pittsfield, Mass.

Date of information, Jan., 1902. z

PLAINFIELD, N. J.

Population in 1880, 8,125, in 1890, 11,267, in 1900, 15,369.

Plainfield Street Railway Co.—In Nov., 1900, this company was consolidated into the Elizabeth, Plainfield & Central Jersey Ry. Co., of Elizabeth, N. J.

GENERAL OFFICE, 909-911 West 14th St., Plainfield, N. J.

Date of information, Feb., 1901. z

PLATTSBURGH, N. Y.

Population in 1880, 5,245, in 1890, 7.010, in 1900, 8,434; total population served by the street railway lines, 12,000.

Plattsburgh Traction Co.—Chartered May 27, 1896, for 50 years. Municipal franchise granted June 15, 1896, for 50 years. Incorporated, May 27, 1896.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $100,000, issued, $80,000, in treasury, $20,000; dated July 1, 1896, due 1926; denom. $500; int. payable Jan. and July, at office of Continental Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$18,439	$17,304	$19,224	$16,876	$15,777
Operating expenses	11,593	10,493	11,213	11,923	12,342
Earnings from operation.	6,846	6,811	8,011	4,953	3,435
Deductions from earnings.					
Interest	4,800	4,800	4,800	4,800	4,800
Taxes	120	295	775	1,080	1,164
Net income	1,926	1,716	2,436	*927	*2,528
Dividends paid, 1 p. c.				1,000	
To surplus account	1,926	1,716		*1,927	
Total surplus account		3,642	6,078	4,151	1,622
P.c.op.exp. to total rcpts.		60.6	58.3	70.6	

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 2,262
Transportation expenses	7,926
Maintenance of way and buildings	1,461
Maintenance of equipment	693
Total	$12,342

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	408,641	387,326	431,611	377,276	343,002
Car miles run	184,387	181,096	166,421	162,598	162,598
Tot'l recpts. per car mile	$.100	$.094	$.115	$.103	$.097
Op. exps. per car mile	.063	.058	.067	.073	.075

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$180,000	$180,000	$180,000	$180,000	$180,000
Cash	1,383	1,158	3,037	1,638	2,066
Bills and accts receiv.		1,176			450
Materials and supplies	1,002	2,094	2,404	2,847	3,521
Other assets	504	364	1,190	529	573
Total	$182,889	$184,792	$186,631	$185,014	$186,610
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	80,000	80,000	80,000	80,000	80,000
Accounts payable	963	1,150	553	863	1,938
Bills payable					3,000
Profit and loss (surplus)	1,926	3,642	6,078	4,151	1,622
Total	$182,889	$184,792	$186,631	$185,014	$186,610

PLANT AND EQUIPMENT.—Miles of track (electric) 6.5; gauge, 4 ft. 8½ in; 50 lb. T rail; 10 motor cars; West. dynamos and motors; rent power.

OFFICERS.—Pres. E. N. Sanderson, V. Pres. Gen. Man. & Supt. Geo. M. Cole, Sec. W. L. Pattison, Treas. A. E. Reynolds.

DIRECTORS.—H. Hobart Porter, Jr., New York City; Francis Blossom, New York City; Richmond Talbot, New York City; E. N. Sanderson, New York City; S. M. Weed, Plattsburg, N. Y.; Albert E. Reynolds, Plattsburg, N. Y.; H. E. Barnard, Plattsburg, N. Y.; W. L. Pattison, Plattsburg, N. Y.; Geo. M. Cole, Plattsburg, N. Y.

GENERAL OFFICE, Plattsburg, N. Y.

Date of information, Jan., 1902. z

PLYMOUTH, MASS.

Population in 1880, 7,093, in 1890, 8,973, in 1900, 9,592.

Plymouth & Kingston Street Railway Co.—Chartered Feb. 1889. Annual meeting second Wednesday in Oct. On Oct. 30, 1900 this company was consolidated with the Brockton & Plymouth St Ry. Co.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $35,000; dated Jan. 1, 1890, due 1910; denom. $100 to $1,000; int. payable Jan. and July, at office of International Trust Co. of Boston, trustee of mortgage.

4½ p. c. real estate mortgage, $10,000; payable on demand.

OPERATION.—Year ending Sept. 30, Oct. 30,

	1897.	1898.	1899.	1900.	1900.
Receipts from passengers	$33,840	$34,107	$38,568	$42,557	$
" other sources	4,047	2,727	3,460	3,850	
" total	37,888	36,834	42,028	45,407	3,865
Operating expenses	26,220	24,734	40,682	34,840	2,928
Earnings from operation	11,668	12,100	1,346	10,567	937
Deductions from earnings.					
Interest	3,702	3,589	4,060	4,657	309
Taxes	1,564	1,583	1,169	2,810	180
Net income	6,402	6,928	*3,883	3,100	449
Dividends paid	6,000	6,000	1,500		
To surplus account	402	928	*5,383		
Total surplus account	2,593	3,521	*3,482	*382	

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
General expenses	$ 3,939	$ 4,683	$ 4,955	$ 4,491
Transportation expenses	16,815	17,100	19,772	23,279
Maintenance of way and bldgs	3,447	1,841	13,674	4,415
" " equipment	2,019	1,110	2,081	2,655
Total	$26,220	$24,734	$40,682	$34,840

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	684,036	691,048	780,562	873,252
Car miles run	177,194	181,650	210,917	224,832
Total receipts per car mile	$.214	$.203	$.199	$.202
Operating exp. per car mile	.148	.136	.192	.155

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$101,666	$101,666	$101,666	$102,655	$126,755
" equipment	22,999	23,915	23,909	33,210	32,903
Other permanent invest.	39,665	39,561	39,496	41,088	44,363
Cash and current assets.	2,861	2,452	3,450	3,653	9,600
Other assets	1,000	1,000	1,000	2,684	1,169
Profit and loss (deficit)				3,482	382
Total	$168,191	$168,593	$169,521	$186,772	$215,172
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	35,000	35,000	35,000	35,000	35,000
Real estate mortgages		7,000	7,000	7,000	10,000
Notes payable, etc.	20,000		20,000	43,087	68,372
Other liabilities	11,000	24,000	4,000	1,685	1,800
Profit and loss (surplus)	2,191	2,593	3,521		
Total	$168,191	$168,593	$169,521	$186,772	$215,172

PLANT AND EQUIPMENT.—Miles of track (electric), 9.3; gauge, 4 ft. 8½ in.; 35 lb. and 42 lb. T rail; 15 motor cars; Gen. Elec. dynamos and motors, Briggs and Newburyport cars; lease power.

OFFICERS.—Pres. Charles H. French, Sec. Eliot Wadsworth, Treas. Oliver E. Chapman, Gen. Man. E. J. B. Huntoon, 93 Federal St., Boston, Supt. D. G Trayers, Pur. Agt. W. O. Chapman.

DIRECTORS.—Chas. I. Litchfield, O. E. Chapman, Chas. H. French, Chas. A. Stone, W. C. Forbes, Henry W. Barnes, E. J. B. Huntoon.

GENERAL OFFICE, Plymouth, Mass.

REFERENCE.—Increase of stock, Vol. IX, June, '93, p. 418.

Date of information, Dec., 1901. b

Please note date of information at end of each report.

Pembroke Street Railway Co.—Chartered Jan. 3, 1900. On Oct. 30, 1900, this company purchased and was consolidated with the Brockton & Plymouth St. Ry. and the Plymouth & Kingston St. Ry., and immediately thereafter applied for and received consent of R. R. commissioners to use the title of Brockton & Plymouth St. Ry. for the consolidated companies.

CAPITAL STOCK (before consolidation), $20,000.

See report of Brockton & Plymouth St. Ry. Co., Brockton, Mass.

Date of information, Jan., 1902. z

Plymouth & Sandwich Street Railway Co.—This company placed its road in operation May 28th, 1899.

CAPITAL STOCK, authorized, $60,000, issued, $35,800.

OPERATION.—Year ending Sept. 30,	1900.	1901.
Total receipts	$5,841	$5,818
Operating expenses	5,218	4,812
Earnings from operation	623	1,006
Deductions from earnings.		
Taxes	44	369
Net income	579	637
Total surplus	1,061	1,698

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$31,095	$32,781	$32,781
" equipment	3,804	9,085	9,085
Other permanent investments		2,263	2,263
Cash	2,976	1,561	2,198
Total	$37,875	$45,692	$46,327
LIABILITIES.			
Capital stock	$25,000	$35,860	$35,800
Unfunded debt	12,394	8,810	8,829
Profit and loss (surplus)	481	1,060	1,698
Total	$37,875	$45,690	$46,327

PLANT AND EQUIPMENT.—Miles of track (electric), 4.6; gauge, 4 ft. 8½ in.; 4 motor cars.

OFFICERS.—Pres. Horace B. Taylor, V. Pres. Thomas E. Cornish, Sec. & Treas. Walter L. Boyden, Supt. B. F. Sherburne.

DIRECTORS.—H. B. Taylor, Walter L. Boyden, J. H. Marshall, E. Kimball, Thos. E. Cornish, Wm. B. Arnold, Thos. Arnold.

GENERAL OFFICE, Plymouth, Mass. President's office, 235 Franklin St., Boston, Mass.

Date of information, Jan., 1902. b z

POINT PLEASANT, N. J.

Bay Head & Point Pleasant Street Railroad Co.—Chartered in 1896 as the successor to the South Jersey Street Ry. Co., whose property was sold under foreclosure of mortgage.

CAPITAL STOCK, issued, $100,000.

FUNDED DEBT, issued, $100,000.

OPERATION.—Year ending Dec. 31,	1897.	1898.	1899.	1900.	1901.
Gross receipts	$4,072	$3,954	$3,569	$4,402	$4,561
Operating expenses	5,779	3,925	3,249	3,513	2,860
Earnings from operation	*1,707	29	320	889	1,701

* Deficit.

PLANT AND EQUIPMENT —Miles of track, 4; gauge, 4 ft. 8½ in., 56 lb. and 90 lb. T and girder rail; 5 motor cars; Ball & Wood engines, West. dynamos and motors. L. & F. cars.

OFFICERS.—Pres. Q. N. Evans. V. Pres. J. A. Almirall, Sec. & Treas. W. C. Adams, Supt. T. P. Turner.

GENERAL OFFICE, Point Pleasant, N. J., President's office, 44 Dey St., New York City.

Date of information, Jan., 1902. b

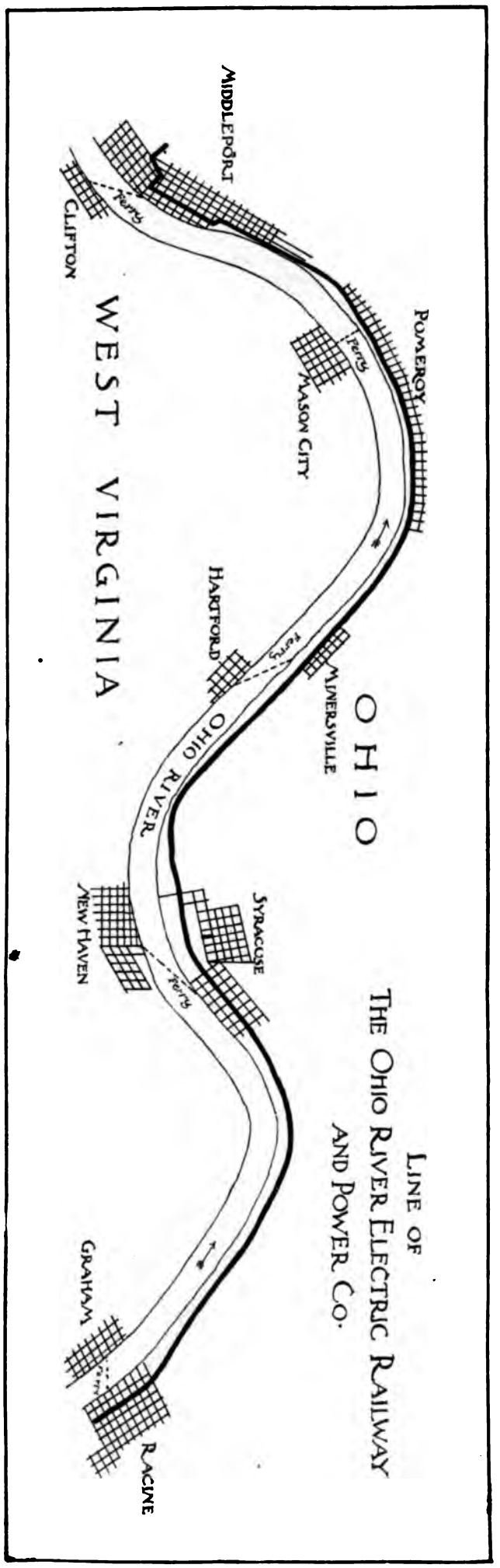
POMEROY, OHIO.

Population in 1890, 4,726, in 1900, 4,639. Population served in city and towns 1900. 22,000.

Ohio River Electric Railway & Power Co.—Municipal franchise granted Feb., 1900, for 25 years; State charter granted May, 1900 for same period. This road was placed in operation from Racine to Middleport Nov. 15, 1900.

CAPITAL STOCK, authorized and issued, $300,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $315,000; dated July 2, 1900, due July 1, 1924; denom. $100, $500 and $1,000; coupon, but may be registered; int. payable Jan. and July, at office of Union Surety & Guaranty Co., of Philadelphia, trustee of mortgage.



Please note date of information at end of each report.

OPERATION.—Period 13½ mos. ending Dec. 31, 1901.

Gross receipts	$42,577
Operating expenses	22,455
Earnings from operation	20,122
Deductions from earnings.	
Interest on bonds and other fixed charges	18,037
Net income	2,084

Passengers carried in 1901, 841,159.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 motor cars, 1 electric locomotive; 650 H. P. station plant, Clark Bros. engines, Crocker-Wheeler generators, Gen. Elec. motors, Brill cars and trucks.

OFFICERS.—Pres. Percy M. Chandler, V. Pres. & Gen. Man. Jno. Blair MacAfee, 1002 Harrison Bldg, Phila., Pa.; Sec. J. Clarke Moore, Jr., Treas. Jos. T. Walmsley, Supt. Charles L. Furbay, Pomeroy, O.

DIRECTORS.—P. M. Chandler, 6th and Chestnut Sts.; Edwin F. Glenn, 1420 Chestnut St.; M. N. Willits, Sr., Middletown, Del.; John Blair MacAfee and Jos. T. Walmsley, 1002 Harrison Bldg., Philadelphia, Pa.

GENERAL OFFICE, 1002 Harrison Bldg., Philadelphia, Pa.

POWER STATION, Pomeroy, Ohio.

REFERENCE.—Description of road, Vol. XVII, Feb. 2, '01, p. 169 (ill.).

Date of information, Mar., 1902. z

For map of road see 229.

PORT ARTHUR, ONT.

Population in 1899, 3,000.

Town of Port Arthur Electric Railway & Light.—This road runs to Fort William and is owned and operated by the Town of Port Arthur.

CAPITAL STOCK, $115,000.

FUNDED DEBT, $115,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 50 lb. T rail; 3 motor cars and 2 trail cars; 150 H. P. Wheelock com. condensing engine, Gen. Elec. dynamos, West. motors, Ahearn & Soper cars.

OFFICERS.—Chairman of the Electric Railway and Light Commissioners G. Hodder, Sec. & Treas. James McTeigue, Supt. & Pur. Agt. T. H. McCauley.

P. O. Address Box 261, Port Arthur, Ont.

REFERENCE.—Description of road, Vol. XI, Souv., '95, p. 49 (ill.).
Date of information, Feb., 1901. z

PORT CHESTER, N. Y.

Population in 1880 3,254, in 1890, 5,274, in 1900, 7.440.

Port Chester Street Railway Co.—Chartered July 14, 1896; municipal franchise granted Dec. 1, 1896. This road commenced operation July 12, 1898. On June 10, 1900, an extension to the Harrison line was opened, and the line to Rye Beach was also opened during the year. This road has been consolidated with the Larchmount Horse Ry. Co., forming the New York & Stamford Ry. Co. Annual meeting, second Tuesday in Sept.

CAPITAL STOCK, authorized and issued, $300,000; par value, $100 per share.

FUNDED DEBT.—Debenture 5 p. c. bonds, authorized, $100,000, issued, $80,000; dated 1897, due 1902; int. payable Jan. and July. First mortgage five p. c. bonds, authorized, $200,000; dated Jan. 1, 1901, due 1931; int. payable in Jan. and July.

OPERATION.—	11½ mos. endg. June 30, 1899.	Year endg. June 30, 1900.	Year endg. June 30, 1901.
Receipts from passengers	$18,490	$29,460	$47,740
" " other sources	25	2,133	1,338
Receipts total	18,515	31,593	49,078
Operating expenses	16,665	22,760	33,382
Earnings from operation	1,850	8,833	15,696
Deductions from earnings.			
Interest	688	4,200	4,000
Taxes	655	1,252	1,577
Net income	507	3,381	10,119
Total surplus account		4,251	14,363

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 3,430
Transportation expenses	22,238
Maintenance of way and buildings	2,913
Maintenance of equipment	4,801
Total	$33,382

STATISTICS OF TRAFFIC.

	11½ mos. endg. June 30, 1899.	Year endg. June 30, 1900	Year endg. June 30, 1901.
Revenue passengers carried	372,658	604,333	979,810
Transfer " "	54,173	117,220	243,684
Car miles run	105,200	203,694	269,417
Total receipts per car mile	$.175	$.155	$.181
Operating expenses per car mile	.158	.112	.123

BALANCE SHEET.— ASSETS.	11½ mos. endg. June 30, 1899.	Year endg. June 50, 1900.	Year endg. June 30, 1901.
Cost of road and equipment	$206,548	$348,801	$3,61,452
Cash	9,309	20,796	3,990
Open accounts			127,243
Current assets	690	52,260	436
Materials and supplies	3,541	72	1,466
Total	$220,088	$421,932	$494,587
LIABILITIES.			
Capital stock	$100,000	$100,000	$300,000
Funded debt	80,000	80,000	80,000
Loans	35,513	213,548	83,092
Interest			7,700
Current liabilities	4,068	24,133	9,432
Profit and loss (surplus)	507	4,251	14,363
Total	$220,088	$421,932	$494,587

PLANT AND EQUIPMENT.—Miles of track (electric), 8.32; gauge, 4 ft. 8½ in.; 70 lb. rail; 16 motor cars; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Chas. A. Singer, V. Pres. Chas. H. Cummings, Sec. & Treas. David J. Pearsall, Supt. D. E. Cummings.

DIRECTORS.—John Fritz, Bethlehem, Pa.; David J. Pearsall, Mauch Chunk, Pa.; Chas. H. Cummings, Mauch Chunk, Pa.; Chas. A. Singer, Larchmont, N. Y.; Wm. Murray, Larchmont, N. Y.; Wm. J. Ward, Portchester, N. Y.; J. Ray Walsh, Greenwich, Conn.; Wm. E. Goulden, Stanford, Conn.; Wm. H. Campbell, Larchmont, N. Y.

GENERAL OFFICE, Port Chester, N. Y.

Date of information, Sept., 1901. b

New York & Stamford Railway Co.—Chartered Aug. 3, 1901, by the consolidation of the Porchester Street Ry. Co., and the Larchmont Horse Ry. Co.

CAPITAL STOCK, authorized and issued, $450,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds authorized, $450,000, issued, $340,000; coupon, but may be registered; dated Oct. 1, 1901, due 1931; denom. $1,000; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee of mortgage.

OFFICERS.—Pres. Chas. A. Singer, Larchmont, N. Y.; V. Pres. G. S. Heft, Bridgeport, Conn.; Sec. & Treas. N. H. Heft, Bridgeport, Conn.; Asst. Sec. & Treas. John Neilson, Larchmont, N. Y.

Date of information, Feb., 1902. x

PORT HURON, MICH.

Population in 1880, 8,883, in 1890, 13,543, in 1900, 19,140.

City Electric Railway Co.—Chartered and municipal franchise granted in May, 1892. New franchise granted Mar. 1, 1899 for 30 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $200,000, issued, $155,000, in treasury $45,000; dated Mar. 1, 1893, due 1913, but subject to call at 105 after Mar. 1, 1903; denom. $1,000; int. payable Mar. and Sept., at office of Hanover National Bank, of New York; trustee of mortgage, Union Trust Co., of Detroit.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Receipts from passengers	$46,250	$46,738	$57,455	$67,340
" other sources	6,315	8,514	7,935	8,200
" total	52,565	55,252	65,390	75,540
Operating expenses and taxes	37,537	37,999	37,176	43,358
Earns. from operation	15,028	17,253	28,214	32,182
Deductions from earnings.				
Int. on bonds		3,427	8,280	8,595
" " floating debt		8,079	2,570	2,196
Net income		5,748	17,364	21,391
Per c. op. exp. to total receipts	71.4	68.8	56.8	57.0

PLANT AND EQUIPMENT.—Miles of track (electric), 10.5; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T and 85 lb. grooved rail; 38 cars, of which 28 are motor cars and 10 trail cars; Gen. Elec. dynamos, Gen. Elec. and West motors, Ellis and St. Louis cars; rent power.

Please note date of information at end of each report.

OFFICERS.—Pres. Albert Dixon, Sec. F. J. Dixon, Treas. W. L. Jenks, Gen. Man. H. A. Dixon.

DIRECTORS.—H. A. Dixon, A. Dixon, F. J. Dixon, W. L. Jenks.

GENERAL OFFICE, 917 Military St., Port Huron, Mich.

REFERENCE.—Description of road, Vol. XI, Souv.,'95, p. 49 (ill.).

Date of information, Mar., 1901. z

PORT JERVIS, N. Y.

Population of Port Jervis and suburbs in 1900 (local estimates), 12,000.

Port Jervis Electric Street Railway Co.—Chartered in Dec. 9, 1895. Municipal franchise granted in Jan., 1897. Annual meeting last Thursday in Dec. This road commenced operation on Jan. 15, 1898. On Jan., 1899, a receiver for this property was appointed.

CAPITAL STOCK, authorized and issued, $70,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, coupon, but may be registered; authorized and issued $70,000; dated Jan. 1898, due 1918; denom. $100 and $1000; int. payable Jan. and July, at office of Manufacturers' Trust Co., of Brooklyn, trustee of mortgage.

Receivers certificates, $3,207.

OPERATION.—Period from

	Jan. 15 to June 30, 1898.	Year end. June 30, 1899.	1900.	1901.
Gross receipts	$6,474	$10,835	$9,622	$10,148
Operating expenses	5,088	10,483	8,993	9,745
Earnings from operation	1,386	352	629	403
Deductions from earnings.				
Interest	205	3,588	3,888	3,864
Taxes		228	673	377
Net income	1,181	*3,464	*3,932	*3,938
Total surplus		*4,959	*8,891	*12,729

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$1,254
Transportation expenses	7,732
Maintenance of way and buildings	20
Maintenance of equipment	739
Total	$9,745

STATISTICS OF TRAFFIC.

Period from Jan. 15 to June 30,	1898.	Year end. June 30, 1899.	1900.	1901.
Revenue passengers carried	152,392	240,847	221,078	228,928
Transfer " "		25,374	23,807	27,684
Car miles run	39,915	80,121	88,314	78,281
Total receipts per car mile	$.162	$.135	$.109	$.123
Operating expenses per car mile	.127	.130	.102	.129

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$140,155	$144,212	$144,212	$145,745
Cash	208	349	491	540
Current assets	1,905	1,532	1,532	
Profit and loss (deficit)		4,959	8,891	12,729
Total	$142,268	$151,052	$155,126	$159,014
LIABILITIES.				
Capital stock	$ 70,000	$ 70,000	$ 70,000	$ 70,000
Funded debt	70,000	73,207	73,207	73,207
Interest on funded debt				10,500
Taxes				1,356
Current liabilities	1,087	7,845	11,919	4,951
Profit and loss (surp.)	1,181			
Total	$142,268	$151,052	$155,126	$159,014

PLANT AND EQUIPMENT.—Miles of track (electric), 4.4; gauge, 4 ft. 8½ in.; 60 lb. T rail; 3 motor cars; Ball engines, Triumph dynamos, Gen. Elec. motors, Brill and Stephenson cars, Brill trucks.

OFFICERS.—Recr. C. J. Van Inwegen, Pres. W. P. Richardson, Goshen, N. Y.; V. Pres. & Gen. Man. C. J. Field, New York City; Sec. & Treas. J. W. Bissell, Port Jervis; Supt. J. P. Oakley.

DIRECTORS.—W. P. Richardson, Goshen, N. Y.; C. J. Van Inwegen, Port Jervis, N. Y.; J. W. Bissell, New York City; H. W. Merwin, New York City; H. Hasbrook, New York City; E. M. Stothers, New York City; T. L. Ten Eyck, New York City; A. F. Carnigie, New York City; J. S. Laing. New York City.

GENERAL OFFICE, 176 Pike St., Port Jervis, N. Y. New York office, 30 Broad St.

Date of information, Sept., 1901. b

PORTLAND, ME.

Population in 1880 33,810, in 1890, 36,425, in 1900, 50,145.

Portland Railroad Co.—Chartered Mar. 19, 1863, for 25 years. Municipal franchise granted 1888 for 50 years. This company operates the Ocean Street R. R. Co. Annual meeting third Wednesday in Aug. This company in 1898 purchased the property of the Portland & Cape Elizabeth Ry. Co., and in Dec., 1900, purchased the Portland & Yarmouth Electric Ry.

Capital Stock, authorized, $1,000,000, issued, $999,973; par value, $100 per share.

Funded Debt—First mortgage 4½ p. c. gold coupon bonds, authorized and issued, $500,000; dated May 1, 1893, due 1913; denom. $1,000; int. payable May and Nov., at First National Bank of Portland; trustees of mortgage, Franklin R. Barrett and E. A. Noyes.

Portland & Cape Elizabeth Railway Co.'s first mortgage 5 p. c. gold coupon bonds, authorized. $400,000, issued, $400,000; dated Nov., 1895, due 1915; denom. $1,000; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, Mass., trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	*1899.	1900.	1901.
Receipts from pass	$274,849	$300,237	$333,695	$410,365	$445,788
" other sources	2,008	1,889	2,170	3.147	31,810
" total	276,858	302,126	335,865	413,512	477,598
Operating expenses	188,674	207,558	214,720	285,157	294,412
Earn. from operation	88,184	94,568	121,145	128,355	183,186
Deductions from earns.					
Interest	22,500	22,500	25,833	42,500	42,500
Int. and dis. on unfunded debt and loans	4,272	2,565		4,209	8,222
Taxes	5,579	6,454	4,079	9,954	8,953
Other deductions		29,334	7,476		45,492
Net income	55,832	33,715	83,757	71,691	78,019
Dividends paid, 6 p.c.	20,883	29,658	29,709	49,780	59,856
To surplus account	34,949	4,057	54,048	21,911	18,163
Credits to profit & loss.				87,296	
Total surplus account.	21,006	25,063	79,111	188,318	205,841

*Including the Portland & Cape Elizabeth Ry. from Mar. 1 to June 30, 1899.

Dividends paid, 6 p. c. each year since 1890, in 1900, 5 p. c., in 1901, 6 p. c.

OPERATING EXPENSES.

Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Maint. of way and struct.	$ 23,399	$ 42,356	$ 34,535	$ 49,657	$ 45,662
Maint. of way and equip.	42,665	36,113	33,436	31,154	45,092
Conducting trans.	101,377	106,984	123,477	179,497	173,131
General expenses	21,233	22,105	23,272	24,749	30,526
Total	$188,674	$207,558	$214,720	$285,157	$294,412

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	5,444,897	6,129,440	7,729,072	8,410,263
Car miles run	1,155,854	1,369,323	1,907,071	1,955,703
Total receipts per car mile	$.261	$.245	$.216	$.244
Operating exp. per car mile	.179	.156	.149	.151

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 581,491	$ 581,491	$652,642	$677,642	$ 737,690
" equip.	149,702	149,242	170,722	186,540	185,141
Real estate	338,824	342,724	351,064	395,334	413,303
Cash assets	6,533	11,048	97,502	9,776	20,978
Other assets	1,901	1,025			
Properties of the P. & C. E. Ry.			896,000	901,000	1,384,188
Total	$1,078,451	$1,085,530	$2,167,93	$2,170,292	$2,741,299
LIABILITIES.					
Capital stock	$ 493,967	$495,467	$999,318	$999,973	$ 999,973
Funded debt	500,000	500,000	900,000	900,000	1,250,000
Other liabil.	63,478	65,000	102,000	82.000	285,485
Pro. & loss (sur)	21,006	25,063	166,612	188,319	205,841
Total	$1,078,451	$1,085,530	$2,167,930	$2,170,292	$2,741,299

Plant and Equipment.—Miles of track (electric), owned, 35.85, leased, 16.43; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T, tram and girder rail; 120 motor cars and 36 trail cars; 2,050 H. P. power plant; Allis and Wheelock engines, Gen. Elec. dynamos and motors, Brill and Wason cars, Brill, Bemis, and Peckham trucks.

Officers.—Pres. W. R. Wood, Sec. Treas. Gen. Man. & Pur. Agt. E. A. Newman, Ch. Engr. of Power Station Wm. E. Knowlton, Elecn. John R. Blackhall.

Directors.—Wm. R. Wood, Chas. F. Libby, Wm. G. Davis, Wm. A. Wheeler, Charles S. Fobes, Walter G. Davis, A. Whitney.

General Office, 471 Congress St., Portland, Me.

References.—Annual report, Vol. X, Feb., '93, p. 146; Vol. XI, Mar., '95, p. 178; description of road, Vol. XII, Mar., '96, p. 149 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152.

Date of information, Nov., 1901. b

Please note date of information at end of each report.

Portland & Yarmouth Electric Railway Co.—This road runs from Portland and Deering through Falmouth and Cumberland to Yarmouth, and was operated by contractor from Aug. 2, 1898, to Jan. 1, 1899, and thereafter by the company. In Dec., 1900, the control of this company was acquired by the Portland R. R. Co.

Capital Stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized and issued, $350,000; dated Mar. 1, 1899; due, 1919; denom. $1,000; int. payable Mar. and Sept.

Operation.—Aug. 2, 1898, to June 30,	1899.	Year ending June 30, 1900.	1901.
Gross receipts	$27,477	$55,096	$69,382
Operating expenses	22,016	39.276	39,847
Earnings from operation	5,461	15,820	29,535
Deductions from earnings.			
Interest		14,390	18,537
Taxes		280	445
Other deductions			17,894
Net income		1,150	*7,341
To surplus account		1,150	
Total surplus account		6,611	*730

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 2,900
Transportation expenses	30,189
Maintenance of road and buildings	3,991
Maintenance of equipment	2,767
Total	$39,847

STATISTICS OF TRAFFIC.

Period Aug. 2, 1898, to June 30,	1899.	1900.	1901.
Passengers carried	557,057	1,094,864	1,241,898
Car miles run	148,329	302,566	305,668
Total receipts per car mile	$.185	$.182	.$220
Operating expenses per car mile	.148	.130	.130

Balance Sheet.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment	$540,000	$712,300	$650,406
Other permanent investments	77,104		
Cash	2,706	300	
Materials and supplies	2,000	2,611	
Profit and loss (deficit)			730
Total	$621,810	$715,211	$651,136
LIABILITIES.			
Capital stock	$300,000	$300,000	$300,000
Funded debt	270,000	270,000	350,000
Current liabilities	42,749	135,000	1,137
Accrued "	3,600	3,600	
Profit and loss (surplus)	5,461	6,611	
Total	$621,810	$715,211	$651,136

Plant and Equipment.—Miles of track (electric), 14.27; 20 motor cars; Gen. Elec. dynamos and motors.

Officers.—Pres. Chas. F. Fobes, Sec. & Treas. C. F. Berry, Gen. Man. E. A. Newman, Supt. W. E. Dow.

Directors.—Wm. R. Wood, Chas. F. Fobes, Ammi Whitney, Chas. F. Libby, Wm. G. Davis.

General Office, Portland, Me.

Reference.—Description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Nov., 1901. b

PORTLAND, ORE.

Population in 1880, 17,577, in 1890, 46,385, in 1900, 90,426.

Portland Railway Co.—This is the successor to the Portland Consolidated Street Ry. Co., which was sold under foreclosure of mortgage in Jan., 1896, to parties representing the second mortgage bondholders. The former company was a consolidation of the Multnomah Street Ry. Co., the Metropolitan Ry. Co., the Portland & Vancouver Ry. Co. and the Vancouver St. Ry. Co. The company also owns a ferry system across the Columbia River, with one acre of land on each side of the river for wharfage privileges. The capital stock of this company is now controlled by the Portland Traction Co.

Capital Stock.—Common stock, $700,000.

5 p. c. preferred stock, $100,000.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued (see Note); coupon, but may be registered; dated Feb. 1, 1896, due Jan. 1, 1916, but redeemable at par and accrued interest in 1906 and thereafter; denom. $250, $500 and $1,000; int. payable Jan. and July, at office of the Mercantile Trust Co., of New York.

Multnomah Street Ry. Co.'s first mortgage 6 p. c. gold bonds, $148,000; dated June 1, 1890, due 1910; int. payable June and Dec.

Portland & Vancouver Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated 1889.

Note.—Of the first consolidated mortgage bonds, $552,000 are issued on account of the constructed and existing plant and equipment; $248,000 are held in escrow to retire the bonds of the Multnomah Street Ry. Co. and the Portland & Vancouver Ry. Co., and the remainder are to be issued only for new track equipped with improved motor power at a rate not exceeding $20,000 per mile.

Of the first consolidated mortgage bonds $2,457,000 are of $1,000 denomination and are called "Series A"; 30,000 are of $500 denomination, and are called "Series B"; and $13,000 are of $250 denomination and are called "Series C."

The property and franchises formerly acquired by the Portland Consolidated Street Ry. Co. from the Metropolitan Ry. Co., are not covered by the first consolidated mortgage bonds.

Franchises.—The charters and franchises give the company the right to build and operate railroads in Portland and vicinity, to carry freight and passengers and to condemn property in the counties surrounding Portland.

Plant and Equipment.—Miles of track (electric), 29, cable, 2; gauge, 3 ft. 6 in.; 40 lb. and 45 lb. T and 83 lb. girder rail; 60 motor cars and 12 trail cars, 16 grip cars, 6 freight cars and snow plows; Hamilton Corliss engines, West. and Gen. Elec. motors, Brill, Pullman, Stockton and Hand cars; power rented, but 1–500 H. P. cable station held in reserve.

Officers.—Pres. O. F. Paxton, V. Pres. Wm. H. Crocker, San Francisco; Sec. F. L. Brown, Cleveland, Ohio; Treas. J. C. Ainsworth, Audr. J. F. Batchelder, Gen. Man. & Pur. Agt. F. I. Fuller.

General Office, First and Washington Sts., Portland, Ore.

References.—Description of road, Vol. IX, May, '93, p. 301 (ill.); description of power plant, Vol. XVII, Apr. 6, '01, p. 413 (ill.).

Date of information, Jan., 1902. z

City & Suburban Railway Co.—Chartered June, 1891. This is a consolidation (1891), of the Transcontinental St. Ry. Co. and the Willamette Bridge Ry. Co. This company owns the Metropolitan R.R.

Capital Stock, authorized, $2,500,000, issued, $1,237,000; par value, $100 per share.

Funded Debt.—New mortgage 4 p. c. gold bonds, authorized, $3,000,000, issued (see note); dated June 1, 1900, due 1930; denom. $1,000, subject to call at par after June 1, 1915; coupon, but may be registered; int. payable June and Dec., at office of Security Savings & Trust Co., of Portland, trustee of mortgage.

PRIOR LIENS.

Willamette Bridge Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Sept. 1, 1889, due 1919; denom. $100; int. payable Mar. and Sept., at office of American Loan & Trust Co. of Boston, trustee of mortgage.

Consolidated mortgage 6 p. c. gold bonds, authorized, $1,000,000, issued, $843,000, in escrow (see Note), $100,000, in treasury, $47,000; dated Sept. 1, 1891, due 1916; int. payable Mar. and Sept., at office of Security Savings & Trust Co., of Portland, trustee of mortgage. These bonds have all been retired except $97,000.

Note.—It is stated that new mortgage bonds for $1,125,000 will be held to retire prior liens and balance issued as required for extensions.

Plant and Equipment.—Miles of track owned, 65; operated by electricity, 59; by steam, 6; gauge, 3 ft. 6 in.; 30 lb. 40 lb. and 56 lb. T and 85 lb. grooved girder rail; 85 cars, of which 75 are motor cars, and 10 trail cars; 2 steam motors; Baldwin engines, Gen. Elec. dynamos and motors, Pullman cars.

Officers.—Pres. T. Woodward, V. Pres. H. W. Corbett, Sec. Treas. & Elecn. C. F. Swigert, Gen. Man. & Supt. H. C. Campbell, Asst. Supts. E. G. McGaw, George P. Lumsden, Pur. Agt. James Caldwell, Ch. Engr. of Power Station H. Stipes.

Directors.—T. Woodward; H. W. Corbett, H. C. Campbell, C. A. Dolph, R. Mallory.

General Office, Portland, Ore.

References.—Description of road, Vol. IX, May, '93, p. 299 (ill.); notes on system, Vol. XVII, Mar. 2, '01, p. 265 (ill.); description of park (brief), Vol. XVII, June 1, '01, p. 665.

Date of information, Mar., 1902. z

Portland City & Oregon Railway Co.—This company is a reorganization of the East Side Ry. Co., to which has been added the Mt. Scott Ry. and the Oregon City & Southern Ry.

Capital Stock, $400,000.

Funded Debt.—First mortgage 6 p. c. bonds, $100,000; dated Feb. 15, 1901, due 1921; denom. $1,000; int. payable Feb., at office of North American Trust Co., New York, trustee of mortgage. These bonds may be called for payment after Feb. 15, 1911.

New Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T rail; 21 motor cars and 10 trail cars; 1 steam motor; 500 H. P. station plant; Baldwin engines, Gen. Elec. dynamos and motors.

Please note date of information at end of each report.

Officers.—Pres. Wm. H. Hurlburt, V. Pres. James H. Morris, Sec. Wm. J. Muir, Treas. Fred. S. Morris, Supt. W. Tiffany. Ch. Engr. George I. Brown.

Directors.—Fred. S. Morris, W. H. Hurlburt, Portland, Ore.; James H. Morris, Philadelphia, Pa.

General Office, 134 First St., Portland, Ore.

Date of information, Jan., 1902. z

Portland Traction Co.—Chartered 1894, as a successor to the Portland Cable Ry. Co. Annual meeting in March. This company is not an operating company, having in Apr., 1900, transferred its properties to the Portland Ry. Co., the capital stock of which it now controls.

Capital Stock, authorized, $400,000, issued, $300,000.

Funded Debt.—None.

Officers.—Pres. Wm. H. Crocker, V. Pres. Percy T. Morgan, Sec. F. W. Hall, San Francisco.

General Office, Mills Bldg., San Francisco, Cal.

Reference.—Description of road, Vol. IX, May, '93, p. 302 (ill.).

Date of information, Jan., 1902. z

City & West Portland Park Motor Co.—This company has gone out of business.

Date of information, Jan., 1902. z

PORTSMOUTH, N. H.

Population in 1890, 9,827, in 1900, 10,637.

Portsmouth, Kittery & York Street Railway Co.

CAPITAL STOCK, authorized and issued, $230,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $200,000; dated 1897, due 1917; denom. $500 and $1,000; int. payable Mar. and Sept., at office of Waterville Trust Co., of Waterville, Me., trustee of mortgage.

OPERATION.—

	Aug. 12, 1897, to June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Receipts from passengers	$41,061	$67,497	$66,042	$72,448
" other sources	265	3,415	5,148	4,350
" total	41,326	70,912	71,180	76,798
Operating expenses	23,943	31,951	46,462	49,735
Earnings from operation	17,383	38,961	24,718	27,063
Deductions from earnings.				
Interest		12,000	12,034	12,798
Insurance	2,345	799		300
Taxes		283	418	764
Net income	15,038	25,879	12,266	13,201
Dividends paid	5,245	19,020	15,996	13,253
Surplus	9,793	6,859	*3,730	*52
Debits profit and loss			5,085	†80
Total surplus		16,652	7,837	7,866

* Deficit. † Credit.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 9,992
Transportation expenses	33,462
Maintenance of roadway and buildings	3,366
Maintenance of equipment	2,915
Total	$49,735

STATISTICS OF TRAFFIC.

	Aug. 12, to June 30, 1898.	Year ending June 30, 1899.	1900.	1901.
Passengers carried	821,220	1,349,936	1,320,840	1,448,953
Car miles run		363,853	361,850	346,830
Total receipts per car mile		$.167	$.196	$.221
Operating exp. per car mile		.087	.128	.143

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Total permanent investments	$400,000	$400,000	$430,620	$459,214
Cash	13,793	20,652	5,156	3,804
Other assets			1,377	1,271
Total	$413,793	$420,652	$437,153	$464,289
LIABILITIES.				
Capital stock	$200,000	$200,000	$220,300	$222,100
Funded debt	100,000	200,000	200,000	200,000
Current liabilities			5,016	31,323
Accrued interest	4,000	4,000	4,000	4,000
Profit and loss (surplus)	9,793	16,652	7,837	7,866
Total	$413,793	$420,652	$437,153	$464,289

PLANT AND EQUIPMENT.—Miles of track (electric), 15.65; gauge, 4 ft. 8½ in.; 13 motor cars; Ball & Wood engines, Gen. Elec. dynamos, West. motors, Briggs and Wason cars, Peckham trucks.

OFFICERS.—Pres. E. Burton Hart, Jr., V. Pres. Theo. L. Peters, Sec. Horace Mitchell, Treas. G. E. Macomber, Gen. Man. W. G. Meloon, Ch. Engr. of Power Station S. E. Woodbury, Audr. A. D. Foster.

DIRECTORS.—E. Burton Hart, Jr., 59 E. 79th St., N. Y. City; Theo. L. Peters, 30 Pine St., N. Y. City; Horace Mitchell, W. G. Meloon, Kittery, Me.; Wilson M. Walker, York, Me.; M. I. Masson, Brunswick, Me.; J. F. Hill.

GENERAL OFFICE, Portsmouth, N. H.

Date of information, Feb., 1902. z

Portsmouth Electric Railway Co.—This road is owned and operated by the Boston & Maine R. R. Co., and no special issue of stock or bonds has yet been made to reimburse the treasury for the expenditure.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$53,304
" " other sources	324
" total	53,628
Operating expenses	48,626
Earnings from operation	5,002

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 2,582
Transportation expenses	30,128
Maintenance of way and buildings	6,276
Maintenance of equipment	9,640
Total	$48,626

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	
Passengers carried	894,366
Car miles run	299,605
Total receipts per car mile	$.179
Operating expenses per car mile	.162

COST OF ROAD AND EQUIPMENT.

Year ending June 30, 1901.	
Cost of roadbed and tracks	$227,413
" " elec. line construction including poles, wiring, etc.	58,006
Cars and other rolling stock	50,837
Land and buildings	106,988
Total	$443,245

PLANT AND EQUIPMENT.—Miles of track (electric), 17.35; 21 motor cars, 1 snow plow.

OFFICERS.—Pres. Lucius Tuttle, 1st V. Pres. & Gen. Man. T. A. MacKinnon, Sec. Wm. B. Lawrence, Treas. Herbert E. Fisher, Comptroller & Gen Audr. William J. Hobbs, Supt. Winslow T. Perkins, all of Boston, Mass.

DIRECTORS.—Lucius Tuttle, Samuel C. Lawrence, Richard Olney, Alvah W. Sulloway, Joseph H. White, Walter Hunnewell, Henry R. Reed, Lewis Cass Ledyard, Henry M. Whitney, Henry F. Dimock, William Whiting, Alexander Cochrane, Charles M. Pratt.

Date of information, Mar., 1902. z

PORTSMOUTH, O.

Population in 1880, 11,321, in 1890, 12,387, in 1900, 17,870.

Portsmouth Street Railroad & Light Co.—Chartered July, 1893, for 25 years, from Sept. 21, 1892, to operate an electric street railway and furnish electric light, heat and power in Scioto County.

CAPITAL STOCK, $125,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, $83,000; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of New York Security & Trust Co., of New York; trustee of mortgage, Chas. L. Fairchild, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T rail; 18 cars, of which 10 are motor cars and 8 trail cars; Ball & Wood and Buckeye engines, West. dynamos and motors, St. Louis and Brill cars.

OFFICERS.—Pres. Levi D. York, V. Pres. R. D. York, Sec. & Treas. S. B. Timmonds, Supt. & Elecn. S. P. Baird, Ch. Engr. J. Weimer.

DIRECTORS.—Levi D. York S. P. Baird, S. B. Timmonds, Raymond D. York, Milton H. Longfellow.

GENERAL OFFICE, Portsmouth, O.

Date of information, Jan., 1902. z

PORTSMOUTH CITY, VA.

Population of Portsmouth City in 1880, 11,390, in 1890, 12,268, in 1900, 17,427; total city and county population served in 1900, 38,820.

Old Dominion Railway Co.—This company was organized Feb. 28, 1901, as the consolidation of the Portsmouth Street Ry. Co.,

Please note date of information at end of each report.

the River Front R. R. Co., the Norfolk County Ry. Co., and the Virginia Equipment Co., and operates in Portsmouth City and Norfolk County, the lines running from Portsmouth to Park View to Scottsville and Port Norfolk to Brighton and Piedmont, to U. S. Navy Yard, and to U. S. Arsenal and Gilmerton; the Gilmerton division having additional steam service.

CAPITAL STOCK, authorized, $2,000,000, issued, $535,000; par value, $50 per share.

FUNDED DEBT.—A new issue of consolidated 5 p. c. bonds is now in preparation to be used in retiring the following prior liens amounting to $542,000 and making several extensions.

PRIOR LIENS.

Portsmouth St. Ry. Co's first mortgage 6 p. c. gold bonds, outstanding, $142,000; dated Apr. 14, 1898, due Jan., 1918.

Second mortgage 6 p. c. gold bonds, outstanding, $100,000; dated Apr. 19, 1898, due Jan., 1918; United Security Life Insurance & Trust Co., of Philadelphia, Pa., trustee of first and second mortgages.

Improvement and extension 6 p. c. gold bonds, outstanding, $100,000; dated Mar. 22, 1900, due July, 1920; Colonial Trust Co., of Philadelphia, Pa., trustee.

River Front Railroad Co.'s first mortgage 5 p. c. gold bonds, outstanding, $200,000; dated May 24, 1900, due July, 1930; principal and interest guaranteed, Colonial Trust Co., of Philadelphia, Pa., trustee.

The Old Dominion Ry. Co. has also outstanding its bond dated April 10, 1901, for $10,000, secured by first mortgage on its Glasgow road extension (partly constructed) and its bond dated June 1, 1901, for $10,000, secured by firs: mortgage on part of right of way of the Gilmerton division (not included in River Front R. R. first mortgage). Total mortgage debt on all properties, $562,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 56 lb. T and 70 lb. girder rail; 15 motor cars, 4 trail cars and 4 flat cars; West. dynamos and motors; duplicate power station; Jackson & Sharp cars.

OFFICERS.—Pres. & Gen. Man. H. G. Williams, Sec. & Treas. M. H. Leonard, Philadelphia, Pa.; Gen. Supt. C. L. Pullen, Portsmouth, Va.

DIRECTORS.—H. G. Williams, M. H. Leonard, Philadelphia, Pa.; Charles Adamson, Charles H. Bannard, Thomas Reath, Powell, Evans.

GENERAL OFFICE, Portsmouth, Va.

PHILADELPHIA OFFICE, 119 South 4th St.

Date of information, Mar., 1902. z

POTTSTOWN, PA.

Population in 1880, 5,305, in 1890, 13,285, in 1900, 13,696.

Pottstown Passenger Railway Co.—Chartered July 3, 1890, in perpetuity. Municipal franchise granted in 1892, in perpetuity. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000. issued, $87,500.

FUNDED DEBT.—Fist mortgage 5 p.c. gold coupon bonds, authorized and issued, $75,000; dated Apr. 1, 1894, due 1914; denom. $500 and $1,000; int. payable Apr. and Oct., at office of The Security Co., of Pottstown, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$16,474	$14,478	$17,163	$23,746	$28,396
Operating expenses	23,230	19,847	21,719	19,698	23,034
Earnings from operation	*6,756	*5,369	*4,556	4.408	5,362
Deduc. from earnings.					
Interest		1,115	725	2,841	3,750
Taxes	752	627	423	770	1,437
Rentals	544				
Other deductions				3,172	
Net income	*8 052	*7,111	*5,704	*2,735	174

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$127,627	$127,627	$127,627	$127,627	$130,291
" equipment	29,647	29,509	29,474	29,051	29,051
Cash and cur. assets					1,291
Other assets	4	5	617	1,526	31,050
Profit & loss (deficit)	16,969	24,081	29,785	32,521	559
Total	$174,247	$181,222	$187,506	$190,725	$192,242
LIABILITIES.					
Capital stock	$ 62,000	$ 62,000	$ 62,000	$ 87,500	$ 87,500
Funded debt	43,500	44,500	45,000	75,000	75,000
Floating debt		64,280	64,980	24,500	24,500
Accrued interest					938
Bills payable					4,304
Other liabilities	68,746	10,442	15,526	3,725	
Total	$174,247	$181,222	$187,506	$190,725	$192,242

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 48 lb. and 66 lb. T and girder rail; 14 cars, of which 10 are motor cars and 4 trail cars; Ball engines, West. dynamos and motors; St. Louis and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. Geo. N. Malsberger, Sec. Treas. & Man. S. H. Fridy, Supt. & Elecn. Geo. H. Miller.

DIRECTORS.—Geo. N. Malsberger, C. Fegely, J. A. Healy, J. C. Sotter, S. H. Fridy.

REFERENCES.—Description of park (brief.), Vol. XII, July, '96, p. 40; description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Jan., 1902. z

Ringing Rocks Electric Railway Co.—Chartered Sept. 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $100,000, issued, $50,000.

FUNDED DEBT, authorized and issued, $54,000.

OPERATION.—Year ending June 30.

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$6,635	$4,837	$5,503	$8,111	$ 9,830
" other sources	2,019	670	415	627	
" total	8,654	5,507	5,918	8,738	
Operating expenses	6,267	7,557	6,397	7,464	10,918
Earnings from operation	2,387	*2,050	*479	1,274	*1,088
Deductions from earnings.					
Taxes			211	111	
Interest			1,620	1,192	
Net income			*2,310	*29	

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 77,258	$ 77,384	$ 77,391	$ 77,436	$ 77,436
" equipment	36,664	37,338	37,338	37,338	37,338
Material on hand	2,747	4,500			
Cash	1,383				
Profit and loss (deficit).		8,278	15,071	16,026	6,106
Total	$119,785	$123,000	$129,800	$130,800	$120,880
LIABILITIES.					
Capital stock	$ 50,000	$ 50.000	$ 50,000	$ 50,000	$ 50,000
Funded debt	54,000	54,000	54,000	54,000	54,000
Unfunded debt		11,500	16,000	16,000	
Accounts payable					5,000
Other liabilities	7,935				
Interest	2,070	7,500	9,800	10,800	11,880
Profit and loss (surplus)	5,780				
Total	$119,785	$123,000	$129,800	$130,800	$120,880

PLANT AND EQUIPMENT.—Miles of track (electric), 4.1; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T and girder rail; 11 cars, of which 5 are motor cars and 5 trail cars; Green engines, Siemens & Halske dynamos, Baxter motors, St. Louis cars.

OFFICERS.—Pres. C. Q. Guldin, V. Pres. A. Hartenstine, Sec. & Gen. Supt. R. E. Sherner, Treas. H. K. Sherner.

DIRECTORS.—C. Q. Guldin, Reading, Pa.; H. K. Sherner, Pottstown, Pa.

GENERAL OFFICE, 156 High St., Pottstown, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May, '97; p. 290.

Date of information, Aug., 1901. b

POTTSVILLE, PA.

Population in 1880, 13,253, in 1890, 14,117, in 1900, 15,710.

Pottsville Union Traction Co.—Perpetual charter granted May 15, 1899. Annual meeting second Monday in Jan. This company operates by virtue of control of stocks in hands of trustee of mortgage, and of leaseholds, the properties of the following companies:

Schuylkill Electric Ry. Co.
Pottsville & Reading Ry. Co.
Tamaqua & Pottsville Electric R. R. Co.
Schuylkill Haven & Orwigsburg Street Ry. Co.
People's Ry. Co. of Pottsville.
Coal Castle Electric Ry. Co.
Port Carbon & Middleport Electric Ry. Co.

Comprising the electric railways of Pottsville, Yorkville, Minersville, Palo Alto, Belmont, Cumbola, Mt. Carbon, Port Carbon, St. Clair, New Philadelphia, Middleport, Schuylkill Haven, Adamsdale, Orwigsburg, Coal Castle, Glen Carbon and Tumbling Run.

CAPITAL STOCK, authorized and issued, $1,250,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,250,000; issued, $1,117,000; in treasury, $133,000 (see Note); dated Sept. 1, 1899, due 1929; denom. $500 and $1,000; int. payable at office of The Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—$416,000 of the $1,117,000 issued of these bonds are held by trustee to retire all underlying liens of the constituent companies

(which see for description); $133,000 held in treasury can only be issued for extension and equipment in mileage.

OPERATION.—Year ending Dec. 31,	1900.	1901.
Receipts from passengers	$141,145	$168,787
" U. S. mail		880
" other sources	1,321	3,542
" total	142,466	173,209
Operating expenses	77,487	93,766
Earnings from operation	64,979	79,443
Deductions from earnings.		
Taxes and insurance	3,435	74,025
Interest and rentals	59,470	
Net income	2,074	5,419

BALANCE SHEET.—Dated Dec. 30,

ASSETS.	1900.	1901.
Cost of road and properties	$1,248,062	$1,671,062
" " leases and betterments	251,881	285,018
Supplies and cash	2,872	3,156
Total	$1,502,815	$1,959,235
LIABILITIES.		
Capital stock	$1,250,000	$1,250,000
Funded debt	250,000	701,000
Profit and loss (surplus)	2,815	8,235
Total	$1,502,815	$1,959,235

PLANT AND EQUIPMENT.—Miles of track (electric), 45.3; gauge, 4 ft. 8½ in.; 60 lb. T and 76 lb. girder rail; 53 cars, of which 46 are motor cars and 7 trail cars; 1 motor linemen's car; 1 motor construction car; 1 snow plow and 1 snow sweeper; Frick engines, Walker dynamos, Gen. Elec. and Walker motors, Brill, Pullman and Jackson & Sharp cars, Brill, Peckham, McGuire, Dorner & Dutton and Taylor trucks.

OFFICERS.—Pres. Clarence P. King, V. Pres. Thomas B. Prosser, Sec. W. C. Pollock, Jr., Treas. Joseph B. Hoellman, Supt. D. J. Duncan.

DIRECTORS.—R.C. Luther, F. H. Treat, William F. North, Thomas B. Prosser, H. H. Pearson, Jr., Wm. C. Pollock, Jr., C. Berkeley Taylor, M. S. Collingwood, Sheldon P. Ritter.

GENERAL OFFICE, Pottsville, Pa., Pres. Office, Real Estate Trust Bldg., Philadelphia, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar., 1902. z

Schuylkill Electric Railway Co.—Chartered Oct. 5, 1889, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized and issued, $650,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Feb. 1, 1895, due 1925; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

NOTE.—The mortgage deed of the first mortgage bonds provides that after Feb. 1, 1900, $5,000 per annum shall be passed to a sinking fund for the retirement of bonds.

FRANCHISES.—The company's franchises are perpetual.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.,

Date of information, Mar., 1902. z

Pottsville & Reading Railway Co.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $100,000, issued, $56,600; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $100,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; denom. $1,000; int. payable in Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. and 78 lb. rail.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. W. C. Pollock, Jr.

Date of information, Mar., 1902. z

Tamaqua & Pottsville Electric Railroad.—Chartered May 5, 1892, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $250,000; issued, $60,000; coupon, but may be registered; dated Jan. 15, 1895, due 1925; denom. $500 and $1,000; int. payable in Jan. and July, at office of Columbia Avenue Saving Fund, Safe Deposit, Title & Trust Co., of Philadelphia, trustee of mortgage.

FRANCHISES.—The company's franchises are for 999 years.

OFFICERS.—Pres. Thomas B. Prosser, Sec. & Treas. Wm. C. Pollock, Jr.

REFERENCE.—Mortgage, Vol. XI, Mar., '95, p. 183.

Date of information, Jan., 1902. z

People's Railway Co. of Pottsville.—This road is leased to the Pottsville Union Traction Co. for 35 years.

OFFICERS.—Pres. R. C. Luther, Sec. W. D. Pollard.

Date of information, Mar., 1902. z

Schuylkill Haven & Orwigsburg Electric Railway Co.—Chartered Mar. 4, 1898, for 999 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $60,000; issued, $30,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $60,000; denom. $1,000; dated May 1, 1898, due 1928; int. payable May and Nov., at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Mar., 1902. z

Coal Castle Electric Railway Co.—Chartered Mar. 10, 1899, for 99 years. Annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $30,000; issued, $15,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued, $30,000; dated June 1, 1899, due 1929; denom. $1,000; int. payable June and Dec. at office of the Real Estate Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Mar., 1902. z

Port Carbon & Middleport Electric Railway Co.—Chartered July 6, 1898, for 999 years; annual meeting second Monday in Jan. This road is leased to the Pottsville Union Traction Co.

CAPITAL STOCK, authorized, $100,000, issued, $93,000; par value, $50 per share.

FUNDED DEBT.—None.

OFFICERS.—Pres. Clarence P. King, Sec. & Treas. Wm. C. Pollock, Jr.

Date of information, Mar., 1902. z

POUGHKEEPSIE, N. Y.

Population in 1880, 20,207, in 1890, 22,206, in 1900, 24,029.

Poughkeepsie City & Wappingers Falls Electric Railway Co.—Chartered Mar. 22, 1894, as a consolidation of the City R. R. Co., the South Avenue Surface R. R. Co. and the Poughkeepsie & Wappingers Falls Street Surface Ry. Co. Annual meeting second Monday in January.

CAPITAL STOCK, authorized and issued, $750,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $404,000; coupon, but may be registered; dated July 1, 1894, due 1924; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co. of New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$85,288	$	$85,656	$82,791	$86,426
" other sources	11		1,318	2,212	2,737
" total	85,300	84,998	86,947	85,003	89,163
Operating expenses	49,540	47,012	56,056	54,386	54,386
Earnings from operation	37,335	35,458	39,962	28,947	34,777
Deductions from earnings.					
Taxes	3,668	4,940	2,373	4,172	2,939
Int. on funded debt	9,800	17,900	17,900	20,400	21,300
" " floating d't	8,300				1,354
" mortgages					
Net income	15,567	12,618	19,689	4,375	9,184
Dividends	15,000	15,000	15,000		
Surplus	567	*2,382	4,689	4,375	9,184
Total surplus account	3,487	1,133	5,722	10,097	20,788

*Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1901.
General expenses	$ 6,286	$ 7,485	$ 5,258	$ 7,797
Transportation expenses	38,063	37,391	37,574	39,332
Maintenance of way and build'gs.	370	1,356	1,041	1,822
" " equipment	3,246	3,308	3,139	5,434
Total	$47,965	$49,540	$47,012	$54,386

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1901.
Passengers carried	1,705,765	1,699,763	1,710,245	1,905,888
Car miles run	508,717	509,203	511,302	497,982
Total receipts per car mile	$.168	$.167	$.170	$.178
Operating ex. per car mile.	.094	.097	.092	.109

BALANCE SHEET.—Dated June 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of r'd & eq.	$1,107,513	$1,107,513	$1,158,689	$1,173,963	$1,190,279
Real estate	2,555	2,555	2,555	2,555	2,555
Cash	7,145	4,763	11,209	3,279	3,122
Other assets					1,100
Total	$1,117,212	$1,114,831	$1,172,453	$1,179,797	$1,197,056

LIABILITIES.					
Capital stock	$ 750,000	$ 750,000	$ 750,000	$ 750,000	$ 750,000
Funded debt	196,000	358,000	396,000	404,000	404,000
Interest	5,725	5,725	5,731	700	
Loans	150,000			3,000	3,000
Mort. on real es.	12,000		12,000	12,000	12,000
Pro. & loss (sur)	3,487	1,106	5,722	10,097	20,788
Accts. payable.					4,544
Taxes					2,724
Total	$1,117,212	$1,114,831	$1,172,453	$1,179,797	$1,197,056

PLANT AND EQUIPMENT.—Miles of track (electric), 17.33; gauge, 4 ft. 8½ in.; 65 lb. and 90 lb. T and girder rail; 23 motor cars; Ball & Wood engines; Gen. Elec. dynamos and motors; American cars.

OFFICERS.—Pres. J. W. Hinkley, Sec., Supt. & Treas. Silas Hinkley, Ch. Engr. G. S. Smith.

DIRECTORS.—J. W. Hinkley, Frank B. Lown, W. H. Wood, Silas Hinkley, J. W. Hinkley, Jr., Poughkeepsie, N. Y.; W. K. Roy, John Bogle, Wappingers Falls, N. Y.; W. H. Reese, Hughsonville, N. Y.; G. C. Hall, N. Y. City.

GENERAL OFFICE, 489-493 Main St., Poughkeepsie. Treasurer's office, 23 Nassau St., New York.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 726 (ill.).

Date of information, Sept., 1901. b

PROVIDENCE, R. I.

Population in 1880, 104,857, in 1890, 132,043, in 1900, 175,597.

Providence-Pawtucket-Rhode Island Suburban Railway Co.—United Traction & Electric Co.—The United Traction & Electric Co. was chartered in New Jersey, and owns the Union Railroad Co., of Providence, the Pawtucket Street Ry. Co. and the Rhode Island Suburban Ry. Co., and thus controls the entire street railway systems of the cities of Providence, Pawtucket and Central Falls, and of the counties of Kent, Washington, Bristol and Providence, serving a population of not less than 350,000. This company has in its treasury the entire capital stock of the Rhode Island Suburban Ry. Co.

Capital Stock, $8,000,000.

Funded Debt.—First collateral mortgage (Providence and Pawtucket issue) 5 p. c. gold bonds, $8,702,000; dated Mar. 1, 1893, due 1933; denom. $1,000; int. payable Mar. and Sept., at Central Trust Co., New York, trustee of mortgage.

Note.—Total issue of bonds limited to $9,000,000, of which $8,000,000 were originally issued to purchase and equip the properties. By the terms of the mortgage the additional $1,000,000 was reserved to pay for new track, which must be laid within 18 miles of City Hall, Providence, R. I., for which bonds can only be issued at cost, but not exceeding $12,000 per mile of such new track including equipment. $702,000 of bonds had been issued up to January 1, 1902. These bonds are secured by the pledge of the following securities, deposited with the Central Trust Co., of New York, as trustee of the bondholders; all of the $9,000,000 capital stock of the Union Railroad Co., of Providence, all of the $500,000 capital stock of the Pawtucket Street Ry. Co. (no bonds), and all of the $3,000,000 first mortgage bonds of the Union Railroad Co., of Providence, and through the ownership of the Union Railroad Co., $299,800 of the $300,000 capital stock, being all but two shares of the Providence Cable Tramway Co. (no bonds). The Tramway Co. is leased to the Union Railroad Co. for fifty years for 6 p. c. on its capital stock.

Dividends.—In July, 1897, the company began paying quarterly dividends at the rate of 2 p. c. per annum. This was gradually increased to 1 p. c. quarterly, January, 1899, which rate has been continued.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	*1901.
Total receipts.	$1,731,475	$1,774,200	$2,019,009	$2,382,258	$2,702,383
Oper. exps.	971,363	1,024,014	1,157,271	1,555,422	1,816,357
Ear. from oper.	760,112	750,186	861,738	826,836	886,026

*Including mileage of the Interstate Consolidated Ry. Co., but not the operating report.

Plant and Equipment.—Miles of track (electric), 270.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Sec. & Treas. Cornelius S. Sweetland.

General Office, Providence, R. I.

Date of information, Mar., 1902. z

Rhode Island Suburban Railway Co.—Chartered by the legislature of the state of Rhode Island, with power to construct, purchase, lease or operate trolley roads in any part of the state except Newport county. By the terms of its charter this company is vested with the power of eminent domain, and the right to transport passengers, freight, express matter and United States mail in any territory where it is authorized to do business. This company owns and operates what was formerly the Oakland Beach branch of the New York, New Haven & Hartford R. R., about 11 miles in length, and has converted it into an electric road, and including the several divisions built in the highways, a total of 71 miles of track.

Capital Stock, $5,000,000, all owned by the United Traction & Electric Co., which guarantees the Suburban bonds, principal and interest.

Funded Debt.—First mortgage 4 p. c. gold bonds, authorized, $5,000,000, issued (Jan. 1, 1902), $4,101,000; dated Jan. 1, 1900, due 1950; Union Trust Co., Providence, trustee of mortgage. Interest payable Jan. and July, and secured by a mortgage of all the property owned or hereafter acquired by it, and pledge of the following securities:

700 shares of the Cumberland Street Ry. Co.
3,985 " " " Pawtuxet Valley Electric Street Ry. Co.
5,000 " " " Barrington, Warren & Bristol Street Ry. Co.

Future issues are to be on property actually acquired to an amount not exceeding cost, there being reserved in the hands of the trustee $318,000 to take up and retire $247,200 5 p. c. gold first mortgage bonds of the Pawtuxet Valley Electric Street Ry. Co., and $70,000 6 p. c. gold first mortgage bonds of the Cumberland Street Ry. Co., the former issue being guaranteed, principal and interest, by the United Traction and Electric Co., which guarantees the payment of the interest on the Cumberland bonds.

Officers.—Pres. Nelson W. Aldrich, V. Pres. Marsden J. Perry, Sec. Henry V. A. Joslin, Treas. Cyril A. Babcock.

General Office, Providence, R. I.

Date of information, Mar., 1902. z

Providence & Danielson Railway Co.—Chartered Apr. 29, 1898, in perpetuity. Annual meeting first Monday in Jan. This company has just (Jan. 1902) completed an electric railway connecting Providence, R. I., with Danielson, Conn., about 28 miles in length.

Capital Stock, authorized and issued, $800,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $600,000, issued, $485,000, in treasury, $115,000; dated May 1, 1901, due 1931; denom. $1,000; int. payable May and Nov., at office of the Industrial Trust Co. of Providence, trustee of mortgage.

Operation—6 months ending Dec. 31, 1901.

Receipts from passengers	$18,191
" " freight and other sources	9,293
" total	27 484
Operating expenses	15.917
Earnings from operation	11,567
Deductions from earnings.	
Interest on bonds	11,000
Net income	567

Balance Sheet.—Dated Dec. 31, 1901.

ASSETS.		LIABILITIES.	
Cost of road	$1,177,511	Capital stock	$800,000
" equipment	56,208	Funded debt	485,000
Other per. investments.	42,174	Accrued interest	3,833
Cash	4,975	Bills and accts. payable	19,255
Bills & accts. receivable	1,518	Profit and loss (surplus)	567
Materials and supplies.	1,017		
Other assets	25,252		
Total	$1,308,655		$1,308,655

Plant and Equipment.—Miles of track (electric), 28; gauge, 4 ft. 8½ in., 60 lb. T rail; 14 motor cars and 4 freight cars; 400 H. P. Harris-Corliss engines, Sprague generators, West motors, American Car & Foundry, Laconia and Taunton cars, Peckham and Laconia trucks.

Officers.—Pres. Franklin P. Owen, Sec. Franklin A. Smith, Jr., Treas. Geo. W. Prentice, Providence, R. I.; Gen. Man. D. F. Sher-

man, Supt. J. E. Thielsen, Ch. Engr. V. K. Nash, Elecn. A. E. Walker, Jr.

Directors.—F. P. Owen, F. A. Smith, Jr., G. W. Prentice, Providence; J. H. Morris, Philadelphia, Pa.; D. F. Sherman, Portland, Ore.

General Office, 610 Banigan Bldg., Providence, R. I.

Power Station, Rockland, R. I.

Date of information, Mar., 1902. z

Providence, Warren & Bristol Railroad.—This section of the New York, New Haven & Hartford R. R. has recently been equipped with the overhead trolley system, and operates over double track from Providence to Fall River with a single track branch from Warren to Bristol.

Plant and Equipment.—Miles of track (electric), 44; 78 lb. T rail; 46 cars; 2 850 K. W. and 2 500 K. W. generators; 10 200 H. P. boilers; Gen. Elec. and West. motors; Brill and Bradley cars, Brill trucks.

Date of information, Mar., 1902. x

PUEBLO, COL.

Population in 1880, 3,217, in 1890, 24,558, in 1900, 28,157.

Pueblo Traction & Lighting Co.—This company is the successor, Dec., 1900, to the Pueblo Traction & Electric Co., which was a consolidation in 1899 of the Pueblo Electric St. Ry. Co. and the Pueblo Light & Power Co. This company owns all the electric railway, lighting and power properties in Pueblo.

CAPITAL STOCK, authorized, $1,500,000, issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,000,000; dated Jan. 1, 1901, due 1921; denom. $1,000; int. payable Jan. and July.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft.; 35 lb. T rail; 48 cars, of which 32 are motors and 16 trail cars; Allis engines, Gen. Elec. dynamos and motors, Woeber cars.

OFFICERS.—Pres. M. D. Thatcher, V. Pres. T. H. Devine, Treas. Ward Rice, Sec. H. C. Baker, Gen. Man. & Pur. Agt. John F. Vail, Ch. Engr. & Elecn. E. M. Brown.

REFERENCES.—Increase of bonds, Vol. IX, June, '93, p. 419; operating detail, Vol. XVII, Jan. 5, '01, p. 58..

Date of information, Jan., 1902. z

PUNXSUTAWNEY, PA.

Population in 1880 674, in 1890, 2,792, in 1900, 4,375.

Punxsutawney Passenger Street Railway Co.—Chartered Feb. 1, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $80,000.

OPERATION.—Year ending June 30,

	1896.	1898.	1899.	1900.	1901.
Gross receipts	$5,683	$4,934	$5,788	$11,536	$31,561
Operating expenses	4,272	3,867	5,513	6,935	16,632
Earnings from operation	1,411	1,067	275	4,601	14,929
Taxes					804
Rentals					14,978
Fixed charges		1,704	104	2,106	
Net income		*637	.171	2.495	853
Dividends					1,200

* Deficit

NOTE.—No operating report for 1897 was given out.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1900.
Cost of road and equip.	$36,990	$36,990	$36,990	$82,106	$97,053
Cash				2,495	443
Material on hand		100	100		
Other assets	1,145				
Profit and loss (def.)					2,052
Total	$38,135	$37,090	$37,090	$84,601	$99,548
LIABILITIES.					
Capital stock	$18,000	$18,000	18,000	$80,000	$80,000
Funded debt	14,000	14.000	14,000		
Unfunded debt	100	1,624	2,308		
Bills payable		939	939		
Additions & betterments by lessee company					17,053
Other liabilities	4,790	6,035	2,527		2,495
Profit and loss (surplus)			1,843	4.601	
Total	$38,135	$37,090	$37,090	$84,601	$99,548

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 51 lb. girder rail; 8 motor cars; Green engines, West. dynamos and motors, New Castle cars.

OFFICERS.—Pres. S. E. Wilson, V. Pres. & Gen. Man. D. H. Clark, Sec. C. A. McDonald, Treas. G. W. Kipp, Supt. H. W. Dinsmore.

DIRECTORS.—D. H. Clark, S. E. Wilson, Geo. W. Black, E. F. Kizer, Geo. W. Kipp.

Date of information, Aug., 1901. b

PUTNAM, CONN.

Population, in 1900, 7,348.

The People's Tramway Co.—Chartered June 30, 1893, organized Apr. 26, 1898, as a consolidation of The People's Tramway Co., of Danielson, Conn., and The Putnam & Thompson Street Railway Co., of Putnam, Conn.

CAPITAL STOCK, authorized, $400,000, issued June 30, 1900, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized and issued, $600,000; dated Oct. 2, 1899, due Jan. 1, 1930; denom. $1,000; sinking fund of 1½ p. c., beginning 1904; int. payable Jan. and July, at office of Colonial Trust Co., of New York, trustee of mortgage.

OPERATION.—Under an agreement with contractors, and road still under construction for the year ending June 30, 1901.

	1900.	1901.
Receipts from passengers	$29,414	$55,749
" " other sources	1,481	431
" total	30,895	56,180
Operating expenses	15,884	38,294
Earnings from operation	15,011	17,886
Taxes	122	4,917
Interest on funded debt		15,000
Net income	14,889	*2,031

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	1,109,662
Car miles run	343,488
Total receipts per car mile	$.164
Operating expenses per car mile	.111

BALANCE SHEET.—Dated June 30,

	1900.	1901.
ASSETS.		
Cost of road and equip. paid to cont. to date	$700,000	$920,000
Accounts receivable	8,684	23,749
Other assets	375	2,654
Cash	7,482	1,353
Total	$716,541	$947,757
LIABILITIES.		
Capital stock	$200,000	$320,000
Funded debt	500,000	600,000
Accounts payable	14,889	14,899
Profit and loss (surplus)	1,652	12,858
Total	$716,541	$947,757

PLANT AND EQUIPMENT.—Miles of track in operation and yet under construction, 15.75; additional under construction, 3.5; gauge, 4 ft. 8½ in.; 56 and 72 lb. T rail; 20 motor cars; 3,000 H. P. steam and water power plant, West. generators and motors, Jones and Wason cars, Peckham trucks.

OFFICERS.—Pres. F. A. Jacobs, Sec. & Treas. H. H. Porter, Jr., Gen. Man. E. N. Sanderson, Supt. J. E. S. Cain, Ch. Engr. C. L. Russell.

DIRECTORS.—F. A. Jacobs, O. W. Bowen, Danielson; H. Hobart Porter, Jr., E. N. Sanderson, 31 Nassau St., N. Y. City; R. L. Warner, Brookline, Mass.; William P. Kelley, Killingly, Conn.; Clarence A. Potter, Brooklyn, Conn.

GENERAL OFFICE, Putnam, Conn.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1902. z

QUAKERTOWN, PA.

Population in 1880, 1,769, in 1890, 2,169, in 1900, 3,014.

Quakertown Traction Co.—Chartered Nov. 27, 1896, for 99 years; municipal franchise granted Nov. 20, 1896, in perpetuity. Annual meeting in May. This company is now building an extension of twenty miles to Doylestown, Pa.

CAPITAL STOCK, authorized, $150,000, issued, $141,900, in treasury, $8,100; par value, $50 per share.

FUNDED DEBT.—First mortgage, 5 p. c. gold coupon and registered bonds, authorized, $150,000, issued, $135,000; dated Apr. 1897, due 1917; denom. $100, $200, $500 and $1,000; int. payable Apr. and Oct., at office of Doylestown Trust Co., of Doylestown, Pa., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements. The first mortgage bonds may be called for payment on and after 1907.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,	1899.	1900.	1901.
Receipts from passengers	$7,066	$12,712	$17,451
" " other sources	639	947	1,051
" total	7,705	13,659	18,502
Operating expenses	9,993	17,173	20,547
Deficit	2,288	*3,514	*2,040
Interest	3,936	5,286	4,008
Taxes	64	87	655
Rentals		544	
Other expenses			1,024
Total deficit	6,288	9,431	7,732

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road and equipment	$235,000	$378,444	$380,607
Other permanent investments		5,720	
Stock of other companies			5,720
Cash on hand	533	1,243	527
Material on hand	4,336		
Open accounts		1,840	1,810
Profit and loss (deficit)	6,288	14,819	23,451
Total	$246,158	$402,066	$412,115
LIABILITIES.			
Capital stock	$130,000	$141,900	$141,900
Funded debt	105,000	135,000	135,000
Interest due and accrued	3,964		690
Loans	7,194	96,110	113,221
Accounts payable		29,956	21,304
Total	$246,158	$402,066	$412,115

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 70 lb. girder rail; 13 motor cars; 300 H. P. station plant, Corliss engines, Walker dynamos and motors, St. Louis cars, Peckham trucks.

OFFICERS.—Pres. C. Taylor Leland, Sec. S. R. Kramer, Treas. & Gen. Man. W. H. Davis, Ch. Engr. of power station, J. DeCoursey.

DIRECTORS.—C. Taylor Leland, Quakerstown, Pa.; S.R.Kramer, Perkasia, Pa.; W. H. Davis, Quakerstown, Pa.; James Gregg, W. G. Menderhall and C. R. Miller, Philadelphia, Pa.

GENERAL OFFICE, Quakertown, Pa.

Date of information, Aug., 1901. b

QUEBEC, QUE.

Population in 1881, 62,446, in 1891, 63,090, in 1898, 70,000.

Quebec Railway, Light & Power Co.—This company is a reorganization in May, 1899, of the Quebec, Montmorency & Charlevoix Railway Co., and has purchased the Quebec District Ry. Co., which company owned the Quebec Street Ry. Co. and the Montmorency Electric Power Co.

CAPITAL STOCK, authorized, $3,000,000, issued, $2,500,000; held in treasury, $500,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, $2,500,000, dated 1897, due, 1922; denom. $1,000.

OPERATION.—Year ending June 30, 1901.

Gross receipts	$372,240
Operating expenses	230,418
Earnings from operation	141,822

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	Electric (City).	Steam and Eelectric, total (Suburban).
Passengers carried	3,715,675	537,933
Car miles run	1,089,450	281,784

BALANCE SHEET.—Dated June 30, 1901.

ASSETS.

Cost of road, equipment, real estate and buildings. Montmorency division, Power division, Citadel " , Beauport & Montmorency division	$5,032,380
Materials and supplies	53,678
Cash	3,428
Accounts receivable	3,781
Montreal Trust & Deposit Co	175,885
Kent House capital account	937
Total	$5,270,090

LIABILITIES.

Capital stock	$2,500,000
Funded debt	2,500,000
Accrued interest	6,050
Accounts payable	64,379
Bills payable (loans)	129,700
Profit and loss (surplus)	69,961
Total	$5,270,090

PLANT AND EQUIPMENT.—Miles of track, 56.22, of which 17.22 are electric and 39 are steam; gauge, 4 ft. 8½ in.; 72 lb. T rail; 118 cars, of which 50 are steam cars and 68 motor cars; West. motors; Ottawa cars.

OFFICERS.—Pres. Andrew Thomson, V. Pres. Frank Ross, Sec. & Treas. E. F. Wurtele, Gen. Man. & Ch. Engr. E. A. Evans, Supt. J. A. Everell, Elecn. D. E. Blair.

DIRECTORS.—Frank Ross, Andrew Thomson, E. E. Webb, Wm. Hanson, S. N. Parent, W. Price, E. W. Methot, Wm. Shaw, G. H. Thomson.

GENERAL OFFICE, St. Paul St., Quebec.

REFERENCE.—Description of system, Vol. XV, Aug., '99, page 495 (ill.).

Date of information, Mar., 1902. z

QUINCY, ILL.

Population in 1880, 27,268, in 1890, 31,478, in 1900, 36,252.

Quincy Horse Railway & Carrying Co.—Annual meeting third Monday in Jan.

CAPITAL STOCK, authorized, $600,000; paid in, $160,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $140,000; denom. $500; int. payable Apr. and Oct.; trustees of mortgage, E. J. Parker and Jas. F. Carrott, of Quincy.

First consolidated mortgage, 5 p. c. gold bonds, authorized, $550,000, issued, $310,000. in escrow (see note), $140,000; in treasury, $100,000; coupon, but may be registered; dated Oct. 1, 1898, due 1918; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

NOTE.—Of the first consolidated mortgage bonds $140,000 are held in escrow to retire the first mortgage bonds above described.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 5 ft.; 45 lb. to 60 lb. T and girder rail; 42 cars, of which 35 are motor cars and 7 trail cars; Hamilton-Corliss and Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. G. F. Duncan (Portland, Me.); Sec. & Man. W. B. McKinley, Treas. H. P. Cox, Gen. Man. H. E. Chubbock.

REFERENCE.—Description of road, Vol. VII, Mar., 91, p. 130 (ill.).

Date of information, Feb., 1901. b

QUINCY, MASS.

Population in 1880, 10,570, in 1890, 16,723, in 1900, 23,899.

Quincy & Boston Street Railway Co.—Chartered Aug. 24, 1888. This company owns the Quincy Street Ry. and the Braintree Street Ry. Co. On July 18, 1900, this company was consolidated with the Brockton St. Ry. Co., which is now known as the Old Colony Street Ry. Co., the capital stock of these companies being controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $767,400; par value, $100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending Sept. 30,	1896.	1897.	1898.	1899.	July 18. 1900.
Recpts. from passengers	$96,304	$112,481	$128.838	$169,523	$135,554
" other sources	5,526	5,914	6,870	5,693	3,592
" total	101,830	118,395	135,728	175,216	139,146
Operating expenses	66,307	79,113	87,614	110,682	105,794
Earnings from operation	35,523	39,282	48,114	64,534	33,352
Deduc. from earnings.					
Interest	2,468	2,286	4,271	8,659	11,712
Taxes	3,443	3,922	7,548	13,233	11,318
Net income	29,611	33,075	36,295	42,642	10,322
Dividends paid	21,000	28,448	31,854	35,000	37,921
To surplus account	8,611	4,627	4,441	7,642	*27,599
Net cred. to profit & loss.				936	35,456
Total surplus account	55,916	38,778	50,000	58,578	66,435

* Deficit.

DIVIDENDS.—In 1892, 5 p. c.; in 1893, 6 p. c.; in 1894, 9 p. c.; in 1895, 1896, 1897, 1898 and 1899, 7 p. c.; in 1900, 6½ p. c.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	July 18, 1900.
General expenses	$17,341	$16,374	$16,162	$ 20,108	$ 16,641
Transportation expenses	33,021	45,870	50,226	64,246	70,127
Main. of way and bldgs.	7,104	7,599	8,444	11,382	7,289
" equipment	8,841	9,270	12,872	14,943	11,737
Total	$66,307	$79,113	$87,614	$110,682	$105.794

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.
Passengers carried	2,358,854	2,712,342	3,590,477	2,882,388
Car miles run	499,555	564,141	693,273	622,662
Total receipts per car mile.	$.237	$.240	$.252	$.223
Operating exp. per car mile.	.158	.155	.159	.169

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	July 18, 1900.
Cost of road	$249,631	$352,952	$405,570	$528,998	$ 556,890
" equip	88,625	92,651	96,579	147,535	154,800
Other perm. invest	114,922	145,671	165,878	209,787	212,821
Cash & cur. assets	32,294	22,866	35,117	24,517	162,983
Other assets	43,954	7,891	7,346	13,028	15,051
Total	$489,426	$622,031	$710,490	$923,865	$1,102,545
LIABILITIES.					
Capital stock	$406,400	$420,000	$500,000	$583,400	$ 767,400
Funded debt				35,000	35,000
Floating debt	27,110	163,253	160,490	246,887	231,054
Accrued liabilities					2,656
Profit and loss (sur)	55,916	38,778	50,000	58,578	66,435
Total	$489,426	$622,031	$710,490	$923,865	$1,102,545

PLANT AND EQUIPMENT.—Miles of track (electric), 41.24; gauge, ft. 8½ in.; 35 lb. and 58 lb. T and flat rail; 59 motor cars; Ball, Allis, Corliss and Brown engines, Gen. Elec. dynamos and motors, Jones cars.

OFFICERS.—Pres. & Gen. Man. J. R. Graham, V. Pres. J. F. Merrill, Sec. F. H. Smith, Treas. Alonzo F. Walter, Supt. B. J. Weeks.

DIRECTORS.—J. R. Graham, J. F. Merrill, T. H. McDonnell, J. A. Duggan, Patrick F. Sullivan, Jos. H. Goodspeed, Fred'k W. Smith.

GENERAL OFFICE, Quincy, Mass.

REFERENCE.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. IX, Dec., '93, p. 842; operating detail, Vol. XIV, Sept., '98, p. 489; operating detail, Vol. XIV, Sept. '98, p. 491; cost of electric power generation, Vol. XIV, Sept. '98, p. 492; description of storage batteries, Vol. XIV, Sept.,'98, p. 579.

Date of information, Feb., 1902. z

Needham & Boston Street Railway Co.—This road was placed in operation July 1, 1899. On Nov. 24, 1899, this company was consolidated with the West Roxbury & Roslindale St. Ry. Co., which, on Nov. 15, 1900, was itself consolidated with the Brockton St. Ry. Co., now known as the Old Colony Street Ry. Co., the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $50,000.

OPERATION.—Period from July 1 to Sept. 30,

	1899.	Nov. 24, 1899.
Total receipts	$2,833	$1,007
Operating expenses	2,592	1,593
Earnings from operation	241	586
Deductions from earnings	90	103
Net income	151	*689

* Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 7 motor cars.

OFFICERS.—Pres. & Gen. Man. John R. Graham, Sec. Frederick H. Smith, Treas. Alonzo F. Walter, Supt. George W. Rounds.

DIRECTORS.—Patrick F. Sullivan, Jos. H. Goodspeed, P. L. Saltonstall, E. M. Foss, Chas. F. Adam, Jr., John R. Graham, F. H. Smith.

GENERAL OFFICE, Quincy, Mass.

Date of information, Feb., 1902. z

RADFORD, VA.

Population in 1900, 2,500.

Radford Street Railway Co.—This road was sold by decree of court, in the fall of 1898, and leased by the purchasers to Mount Bros. for five years, from Jan. 1, 1899.

PLANT AND EQUIPMENT.—Miles of track (electric) 2.5; 3 motor cars.

Date of information, Feb., 1901. x

RAHWAY, N. J.

The Rahway Electric Co.—This company is a successor to the Rahway Electric Street Ry. Co., whose property was sold in Apr., 1896. In Nov., 1900, this company was consolidated into the Elizabeth, Plainfield & Central Jersey Ry. of Elizabeth.

GENERAL OFFICE, 105 Irving St., Rahway.

Date of information, Feb., 1901. b

RALEIGH, N. C.

Population in 1880, 9,255, in 1890, 12,678, in 1900 (with suburbs local estimate), 25,000.

The Raleigh Electric Co.—On Dec. 31, 1896, the power house and car barns and their contents were destroyed by fire with a loss of $50,000, of which $12,000 was covered by insurance. The company at once commenced to rebuild the power house so as to continue the operation of the lines. The company furnishes power and incandescent lights, and has the contract for lighting the streets with arc lights.

CAPITAL STOCK, authorized, $150,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds outstanding, $75,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 35 lb. T and 73 lb. girder rail; 10 motor cars; Ball and Fitchburg engines,; 600 H. P. station plant; Gen. Elec. dynamos and motors, Brill and Jackson & Sharp cars.

OFFICERS.—Pres. Wm. J. Andrews, V. Pres. Alf. A. Thompson, Sec. & Supt. Chas. C. Johnson, Treas. F. H. Briggs, Ch. Engr. Geo. L. Womble.

GENERAL OFFICE, cor. Jones and West Sts., Raleigh.

Date of information, Mar., 1902. z

RANDOLPH, MASS.

Population in 1880, 4,027, in 1890, 3,946, in 1900. 3,993.

Stoughton & Randolph Street Railway Co.—This company was organized to construct an electric railway from Randolph to Stoughton, and now has its road under construction. This road is now in the hands of a receiver.

CAPITAL STOCK, authorized and issued, $80,000.

Cost of road to Sept. 30, 1900, $203,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8.25.

OFFICERS.—Recr. Wm. Odlin, Pres. Frank C. Granger, V. Pres. Frank Slater, Sec. & Treas. Edward F. Draper.

DIRECTORS.—Frank Slater, Edward F. Draper, Edward C. Jenney, Frank C. Granger, James E. Howard, George M. Faulkner.

GENERAL OFFICE, 200 Summer St., Boston, Mass.

Date of information, Jan., 1902. b

RAPID CITY, S. DAK.

Population in 1880, 292, in 1890, 2,128, in 1900, 2,200.

Rapid City Street Railway Co.—This property is leased to Howard Worth.

CAPITAL STOCK, $100,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 2; gauge, 4 ft.; 25 lb. T rail; 3 horses, 2 horse cars.

OFFICERS.—Lessee Howard Worth, Pres. E. B. Chapman.

Date of information, Jan, 1902. z

READING, MASS.

Population in 1880, 3,181, in 1890, 4,088, in 1900, 4,969.

Woburn & Reading Street Railway Co.—Commenced operation June 16, 1896. On Dec., 31, 1899, this company was consolidated with the Wakefield & Stoneham Street Ry. Co., which on Mar. 3, 1900, was itself consolidated with the Lynn & Boston Ry. Co., which is now a part of the Boston & Northern Street Ry. system, the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $60,000.

OPERATION.	3½ mos. end'g Sept. 30, 1896.	Year end'g Sept. 30, 1897.	Year end'g Sept. 30, 1898.	Year end'g Sept. 30, 1899.
Gross receipts	$4,527	$11,022	$11,535	$10,917
Operating expenses	4,121	10,407	12,046	11,037
Earnings from opera'n	406	615	*511	*120
Deductions from earnings.				
Interest	56	1,307	1,786	1,661
Taxes	24	936	674	614
Net income	326	*1,627	*2,971	*2,395
To surplus account	326			
Total surplus account	326	*1,301	*4,272	*6,667

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$ 1,647	$ 1,769	$ 1,809
Maintenance of way and buildings	514	1,167	1,969
" " equipment	477	861	824
Transportation expenses	7,768	8,249	6,435
Total	$10,407	$12,046	$11,037

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	221,339	232,494	216,037
Car miles run	74,306	84,208	60,998
Total receipts per car mile	$.148	$.137	$.180
Operating expenses per car mile	.140	.143	.181

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$67,088	$68,623	$70,153	$70,296
" equipment	9,971	10,121	10,442	10,442
Land and buildings	6,084	6,280	6,354	6,354
Cash and current assets	1,685	1,244	1,312	3,517
Profit and loss (deficit)		1,301	4,272	6,667
Total	$84,828	$87,569	$92,533	$97,276

Please note date of information at end of each report.

LIABILITIES.	1896.	1897.	1898.	1899.
Capital stock.....	$60,000	$60,000	$60,000	$60,000
Loans and bills payable..	24,501	27,569	32,533	37,167
Accrued liabilities.....				109
Profit and loss (surplus)...	327			
Total.....	$84,828	$87,569	$92,533	$97,276

PLANT AND EQUIPMENT.—Miles of track (electric), 5; 5 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. Charles F. Woodward, V. Pres. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Man. James F. Shaw, Supt. Charles F. Heath.

DIRECTORS.—Chas. F. Woodward, Elwin C. Foster, Charles Williams, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, Wakefield, Mass.

REFERENCE.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1902. z

Reading, Wakefield & Lynnfield Street Railway Co.—This company is controlled by the Massachusetts Electric Companies. Road is under construction.

CAPITAL STOCK, authorized, $6,000; 10 p. c. paid in; par value, $100 per share.

OFFICERS.—Pres. Charles F. Woodward, Sec. Edwin L. Stone, Treas. Charles Williams.

DIRECTORS.—Charles F. Woodward, Richard Britton, Dennis Lyons, Wakefield, Mass.; Robert B. Goodman, Reading, Mass.; Allan W. Paige, Bridgeport, Conn.; Fred. T. Ley, Springfield, Mass.; Edwin L. Stone, Lynn, Mass.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information. Feb., 1902. z

READING, PA.

Population in 1880, 43,278; in 1890, 58,661, in 1900, 78,961.

East Reading Electric Railway Co.—Chartered Aug., 1888. Annual meeting second Tuesday in Jan.

Leased, May 1, 1893, to the Reading Traction Co. for 99 years. This property is now a part of the system of the United Traction Co. of Reading, the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Date of information, Mar., 1902. z

Neversink Mountain Railroad Co.—Chartered 1889, for 99 years. Annual meeting June 27. The entire capital stock of this company was purchased by the United Traction Co. on May 4, 1901.

Capital Stock, authorized and issued $100,000; par value, $50 per share.

Funded Debt.—First mortgage 4 p. c. gold coupon bonds, authorized and issued, $100,000; trustee of mortgage Penn. Trust Co.

Reference.—Description of road, Vol. VII, Aug., '91, p. 400 (ill.).

Date of information, Mar., 1902. z

Reading City Passenger Railway Co.—Chartered Dec. 18, 1873 The Perkiomen Avenue Passenger Ry. Co. (originally organized as the Penn Street Passenger Ry. Co.) was consolidated with this company Apr. 1, 1889. Annual meeting second Monday in Jan. Operated by the United Traction Co.

Capital Stock, authorized, $400,000, issued, $350,000; par value, $50 per share.

Funded Debt.—General mortgage 5 p. c. bonds, authorized and issued, $112,000; coupon, but may be registered; dated Apr. 1, 1889, due 1909; int. payable Apr. and Oct. at Farmers' Bank, of Reading; trustee of mortgage, Reading Trust Co.

Leased, Apr. 1, 1893, to the Reading Traction Co. for 99 years. Under the terms of the lease the Reading Traction Co. assumes all the company's liabilities and pays dividends (semi-annually) upon its stock as follows: 1893-94, 8 p. c.; 1894-95, 9 p. c.; 1896-1900, 10 p. c. and 12 p. c. per annum thereafter. This property is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Officers.—Pres. B. F. Owen, Sec. & Treas. H. A. Muhlenberg.

Directors.—B. F. Owen, Chas. H. Schaffer, James Rick, Chas. Rick, Wm. P. McIlvain, Albert Thalheimer, Jas. M. Douglas, Matthew Harbster, Henry A. Muhlenberg.

General Office, 12 South 5th St., Reading, Pa.

Reference.—Annual report, Vol. IX, Feb., '93, p. 128.

Date of information., Mar., 1902. z

Reading & Southwestern Street Railway Co.—Chartered Nov. 24, 1890. Annual meeting second Monday in Jan. This road was leased to the United Traction Co. on Aug. 1, 1901, for 999 years.

Capital Stock, authorized and issued, $130,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated Apr., 1896, due 1926; denom. $500 and $1,000; int. payable Apr. and Oct., at office of the Penn. Trust Co., of Reading, Pa., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. T and girder rail; 22 cars, of which 17 are motor cars and 5 trail cars; Ball engines, Gen. Elec. dynamos and motors, Jackson & Sharp and Stephenson cars.

Officers.—Pres. J. W. Shepp, Sec. & Treas. V. S. Seltzer.

Directors.—D. B. Shepp, E. J. Moore, J. H. Printz, John Shepp, R. L. Jones.

Date of information, Mar., 1902. z

Reading & Temple Electric Railway.—This road was leased Oct. 1, 1894, to the Reading Traction Co. It is now a part of the system of the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co.,of Philadelphia.

Capital Stock, $71,700.

Funded Debt.—First mortgage 5 p. c. bonds, $71,700; dated Oct., 1894, due 1924; trustee of mortgage, Reading Trust Co., of Reading, Pa.

Officers.—Pres. B. F. Owen, Sec. and Treas. F. Livingood.

Date of information, Mar., 1902. z

Reading Traction Co.—Chartered 1893. Annual meeting second Monday in Jan. This company leases the Reading City Passenger Ry. Co., the East Reading Electric Ry. Co., the Reading & Temple Electric Ry. Co. and the Reading & Womelsdorf Electric Ry. Co. In Jan., 1896, this company was leased to the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized, $600,000, issued $445,000, in escrow (see Note), $112,000; dated 1893, due 1933; int. payable Jan. and July, at Bank of North America, of Philadelphia; in Reading, at office of company, and at National Union Bank; trustee of mortgage Provident Life & Trust Co., of Philadelphia.

Note.—$112,000 of the first mortgage bonds are held in escrow to retire the Reading City Passenger Ry. Co.'s bonds when due.

Officers.—Pres. J. A. Rigg, Sec. and Treas. M. C. Aulenbach.

Reference.—Annual report, Vol. XI, Feb., '95, p. 119.

Date of information, Mar., 1902. z

Reading & Womelsdorf Railway Co.—Chartered Mar. 10, 1894. This road is operated by the United Traction Co., the capital stock of which is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $509,000.

Funded Debt.—First mortgage 5 p. c. bonds, $330,000; dated Jan. 1, 1895, due 1925; trustee of mortgage, The Real Estate Title Insurance & Trust Co., of Philadelphia.

Date of information, Mar., 1902. z

United Traction Co.—Chartered Dec. 17, 1895, in perpetuity. Annual meeting second Monday in Jan. This company leased on Jan. 1, 1896, for 900 years, the Reading Traction Co. and on May 4, 1901, purchased all of the capital stock of the Neversink Mountain Ry. Co., and on Aug. 1, 1901 leased the Reading & Southwestern Street Ry. Co. for 999 years. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $400,000.

Funded Debt.—First mortgage 5 p. c. collateral trust (see Note) gold coupon bonds, authorized, $150,000, issued, $149,900 in escrow (see Note), $100; dated Jan. 15, 1896, due 1926; denom. $100 and $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, The Real Estate Title Insurance & Trust Company, of Philadelphia.

Note.—The first mortgage collateral trust bonds may be called for payment at six months, and at a price of par and accrued interest after three years

Collateral consists of 19,991 shares of the Metropolitan Electric Co. stock, par $10, which was purchased by the United Traction Co. at $7.50 per share.

The $100 United Traction Co. bond is held in escrow by The Real Estate Title Insurance & Trust Co., of Philadelphia, as trustee for the nine shares of the Metropolitan Electric Co. stock issued to the nine directors.

In permanent investments the United Traction Co. advanced to the Reading Traction Co. $200,000 to purchase the entire capital stock of the Reading & Womelsdorf Electric Ry. Co. (one of its leased lines), 10,000 shares, at $20 per share; par value, $50.

Please note date of information at end of each report.

Operation.—Year ending June 30, 1901.

Receipts from passengers	$315,361
" other sources	106,197
" total	421,558
Operating expenses	203,848
Earnings from operation	217,710
Deductions from earnings.	
Interest on bonds	7,495
Taxes	14,566
Rentals	133,853
Other expenses	36,682
Net income	25,114
Dividends	20,000
Surplus	5,114

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 331,217	Capital stock	$ 400,000
Cost of equipment	51,840	Funded debt	149,900
Stock of other cos	505,883	Accounts payable	13,841
Due from leased cos	199,860	Sundries	861,310
Cash	8,577	Profit and loss (surp.)	28,503
Open accounts	33,563		
Materials and supplies	15,760		
Sundries	305,855		
Total	$1,453,555	Total	$1,453,555

Passengers carried, 7,090,173.

Plant and Equipment.—Miles of track (electric), 80; gauge, 5 ft. 2¼ in.; 90 lb. and 93 lb. rail; 7 horses, 134 motor cars, 4 snow sweepers, 4 snow plows; 2 locomotives, Greene and Lake Erie engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Brill and St. Louis cars, Brill and Peckham trucks.

Officers.—Pres. & Gen. Man. John A. Rigg, Sec. & Treas. M. C. Aulenbach, Supt. Samuel E. Rigg, Ch. Engr. of Power Station S. D. Missimer, Elecns. C. E. Long and Chas. S. Banghart.

Directors.—John A. Rigg, Wm. R. McIlvain, Jas. A. O'Reilly, Richmond L. Jones, L. T. Custer, Geo. H. Valentine, R. N. Buckley, J. W. Shepp, Robert N. Carson.

General Office, 12 South 5th St., Reading, Pa.

Date of information, Mar., 1902. b z

Pottstown, Boyerstown & Reading Railway Co.—This road is now under construction.

Plant and Equipment.—Miles of track, 26.

Officers.—Pres. E. R. Watson, Sec. James M. Crawford, Treas. B. J. Woodford, Atty. Osmond Rambo, Contractor C. R. Eberle, 647 North 40th St., Philadelphia, Pa.

General Office, at 608-611 Penn. Mutual Bldg., Philadelphia, Pa.

Date of information, Jan., 1902. d

RED BANK, N. J.

Monmouth County Electric Co.—This company is the successor by purchase at foreclosure sale to the Atlantic Highlands, Red Bank, & Long Branch Electric Railway Co., to which State charter was granted Apr. 6, 1895, for 99 years. Municipal franchise granted May 31, 1895, for 99 years. Annual meeting third Wednesday in Nov.

CAPITAL STOCK, authorized, $500,000, issued, $400,900.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $400,000; dated July 1, 1895, due 1945; denom. $1,000; coupon and registered; int. payable Jan. and July, at office of Hamilton Trust Co., of Brooklyn, N. Y., trustee of mortgage.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass	$38,185	$37,791	$29,161	$37,990	$35,972
" other sources	2,975	447	5,664		362
" total	41,160	38,238	34,825	37,990	36,334
Operating expenses	20,400	31,312	28,189	31,099	25,689
Earnings from oper	20,760	6,926	6,636	6,891	10,645

PLANT AND EQUIPMENT.—Miles of track (electric), 10.16; gauge, 4 ft. 8½ in.; 60 lb. T and 70 lb. girder rail; 23 cars, of which 18 are motor cars and 5 trail cars; West. dynamos and motors, Jackson & Sharp and Brill cars, Brill trucks.

OFFICERS.—Treas. Lindley M. Garrison.

GENERAL OFFICE, 289 Washington St., Jersey City, N. J.

REFERENCES.—Description of road, Vol. XII, Sept., '96, p. 508 (ill.); pleasure park, Vol. XIII, Dec. '97, p. 840 (ill.).

Date of information, Feb., 1902. x

REDLANDS, CAL.

Population in 1890, 1,904, in 1901 (local estimates), 6,000.

Redlands Street Railway Co. County franchise granted Apr., 1888, for 50 years. City franchise for extension granted May, 1899. Annual meeting first Tuesday in Jan.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $50,000; dated Aug. 1, 1899, due 1919; subject to call after five years at 105; denom. $1,000, $500 and $100; int. payable Aug. and Feb., at First National Bank, Redlands; Title Insurance & Trust Co., Los Angeles, Cal., trustee of mortgage.

Second mortgage 5 p. c. gold coupon bonds, authorized, $100,000, issued, $50,000; in escrow, $50,000; dated Sept. 1, 1901, due 1931; denom. $1,000 and $500; int. payable Mar. and Sept., at First National Bank, Redlands; Title Insurance & Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.53; gauge, 4 ft. 8½ in.; 45 lb., 50 lb. and 56 lb. T rail; 3 motor cars, 1 horse car; Gen. Elec. and West dynamos and motors; Brill cars and trucks; power rented.

OFFICERS.—Pres. Henry Fisher, V. Pres. & Gen. Man. C. W. A. Cartlidge, Sec. J. H. Fisher, Treas. First National Bank.

DIRECTORS.—H. Fisher, Geo. B. Ellis, C. W. A. Cartlidge, J. H. Fisher, A. C. Denman, Jr.

GENERAL OFFICE, 18 West State St., Redlands, Cal.

Date of information, Feb., 1902. z

San Bernardino Valley Traction Co.—This road is under construction, and when completed will connect Redlands, San Bernardino and Colton.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; rent power.

OFFICERS.—Pres. Henry Fisher, V. Pres. & Gen. Man. A. C. Denman, Jr., Sec. Harvey H. Duryea, Treas. Edward S. Graham.

GENERAL OFFICE, Fisher Bldg., Redlands, Cal.

Date of information, Jan., 1902. d

RED OAK, IA.

Population in 1880, 3,755, in 1890, 3,321, in 1900, 3,500.

Red Oak Street Railway Co.

CAPITAL STOCK, $75,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.25; gauge, 4 ft. 8½ in.; 20 lb. flat rail; 4 horses, 2 cars.

OFFICERS.—Pres. Treas. Gen. Man. & Supt. S. P. Wallace, V. Pres. & Sec. E. R. Wallace.

Date of information, Jan., 1902. z

RHINEBECK, N. Y.

Population in 1880, 1,569, in 1890, 1,649, in 1900, 1,750.

Rhinebeck & Rhinecliff Street Surface Railroad Co.—Chartered Apr. 18, 1895; charter extended to June 1, 1903. Annual meeting fourth Monday in Apr.

CAPITAL STOCK, authorized, $30,000, issued, $3,000; par value, $100 per share.

OFFICERS.—Pres. Robert H. Hunter, Sec. & Treas. J. L. Williams.

DIRECTORS.—Robt. H. Hunter, J. L. Williams, E. A. Wilbur, Poughkeepsie, N. Y.; A. H. Hoffman, Geo. Epelstyne, Robt. H. Hoffman, E. M. Haines, Wm. A. Tripp, A.L. Ryder, Rhinebeck, N.Y.

GENERAL OFFICE, Rhinebeck, N. Y.

Date of information, Jan., 1902. z

RICHMOND, IND.

Population in 1880, 12,742, in 1890, 16,608, in 1900 (local estimates), 24,000.

Richmond Traction Co.—This company was organized as a successor to the Richmond City Electric Street Ry. Co., whose property was sold in Sept., 1895, under foreclosure of mortgage, to S. W. Fordyce, representing the bondholders.

CAPITAL STOCK, authorized and issued, $200,000; paid in $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4½ p. c. bonds, authorized and issued, $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 11; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 24 cars, of which 14 are motor cars and 10 trail cars; Russell engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Trustee for the bondholders, S. W. Fordyce, Ch. Engr. of Power Station Frank Roth.

GENERAL OFFICE, 15 S. 7th St., Richmond, Ind.

REFERENCE.—Receivership, Vol. X, Mar., '94, p. 213; test station equipment, Vol. XV, Dec., '99, page 887 (ill.).

Date of information, Feb., 1902. z

Please note date of information at end of each report.

Richmond Street & Interurban Railway Co.—This road began operation in 1901.

CAPITAL STOCK, authorized, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; 25 motor cars; 5 trail cars; Buckeye 1,000 H. P. engine, Edgemoor 700 H. P. boiler, 4,800 kw. generators.

OFFICERS.—Pres. H. B. Smith, V. Pres. J. W. Van Dyke, Sec. & Treas. C. Murdock, Pur. Agt. John M. Lontz, Supt. E. B. Gunn.

POWER PLANT, 15 & 19 So. 7th St., Richmond, Ind.

Date of information, Mar., 1902. z

RICHMOND, VA.

Population in 1880, 63,600, in 1890, 81,388, in 1900, 85,050, and including the city of Manchester and other suburbs, 125,000.

Richmond Passenger & Power Co.—This company was organized in Feb., 1900, under special charter granted by the legislature and has franchises granted by the city for 30 years to control and operate street railways and electric lighting and power companies in Richmond previously controlled by the Richmond Ry. & Electric Co., which was chartered Feb., 1890, as the consolidation of five street railway properties and electric lighting plants. The present company embraces seven operating companies and occupies the principal streets of Richmond and Manchester with its lines, and also has exclusive electric lighting and power contracts with the two cities. This company also operates Forest Hill pleasure park.

Capital Stock.—Authorized and issued, common stock, $1,000,000, preferred 5 p. c. stock, authorized, $1,000,000, issued, $200,000, par value, $100 per share.

Funded Debt.—First consolidated mortgage 5 p. c. gold bonds; authorized and issued, $3,000,000 (see note); coupon, but may be registered; dated 1900, due Jan. 1, 1925; denom. $1,000; int. payable Jan. and July, at office of Merchants Trust Co., of New York, trustee of mortgage.

Debenture 5 p. c. bonds, authorized, $1,000,000, issued, Feb., 1901, $100,000; dated 1900, due July 1, 1910; subject to call at any time at 102 and interest; int. payable Jan. and July, at office of Atlantic Trust Co., of New York, trustee of mortgage.

Note.—$800,000 of preferred stock and $900,000 of debenture bonds are held in treasury for improvement purposes.

Holders of the Richmond Ry. & Electric Co.'s bonds for $2,000,000 and those of the other smaller subsidiary companies were offered bond for bond in exchange for Passenger & Power Co.'s bonds, and in Feb., 1901, over 95 p. c. of the old bonds had been exchanged. The mortgages upon two of the smaller constituent companies have been cancelled, and the bonds of the Richmond & Manchester Ry. Co. ($400,000) have been called for payment.

Operation.—The earnings of all the allied lines are included in the operating reports given for years ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$475,851	$477,541	$499,243	$556,020
Operating expenses	309,040	275,687	276,234	315,335
Earnings from operation	166,811	201,854	223,009	240,685
Deductions from earnings.				
Interest	120,000	120,000	120,000	150,000
Taxes and insurance	13,280	13,538	14,695	27,189
Net income	33,531	68,316	88,314	63,496

Plant and Equipment.—Miles of track (electric), 76; gauge, 4 ft. 8½ in.; 60 lb. T rail in suburbs and 100 lb. girder rail in city limits; 130 cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. James D. Patton, V. Pres. Fritz Sitterding, Sec. & Treas. Andrew Welsh, Gen. Man. & Pur. Agt. W. S. Dimmock, Gen. Supt. J. W. Wilbur.

General Office, Main St., Richmond, Va.

Reference.—Pleasure park, Vol. XIII, May, '97, p. 292 (ll.); description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Dec., 1901. d

Richmond Traction Co.—Municipal franchise granted Aug. 28, 1895, for 30 years. Charter extended by Act of Assembly approved Jan., 1898. The operation of this entire road was not commenced until Apr. 9, 1897.

Capital Stock, authorized and issued, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, outstanding, $491,000, in sinking fund, $9,000; dated Nov. 1, 1895, due 1925; denom. $1,000; subject to call at 105 after July 1, 1900; int. payable Jan. and July, at office of Maryland Trust Co., of Baltimore, trustee of mortgage.

Operation.— Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Gross receipts	$142,305	$170,461	$203,057	$218,569
Operating expenses	88,735	93,894	108,198	139,542
Earnings from operation	53,570	76,567	94,859	79,027
Deduction from earnings.				
Interest on funded debt	25,000	25,000	25,000	25,000
" " unfund. debt.	4,417	2,270		
Taxes	8,889	10,510	12,708	13,618
Other deductions		19,026		1,021
Depreciation account			15,000	15,000
Sinking fund			4,687	6,250
Net income	14,964	19,761	37,464	18,138
Dividends		12,000	24,000	12,000
Surplus	14,964	7,761	13,464	6,138
P. c. op. exp. to gross receipts.	62.3	55.0	58.5	63.8
Passengers carried	3,258,047	3,840,401	4,678,815	5,284,977

Plant and Equipment.—Miles of track (electric), 16.57; gauge, 4 ft. 8½ in.; 60 lb. T. and 95 lb. girder rail, 98 cars, 1 sprinkler, 1 snow sweeper; 600 K. W. generators; 800 H. P. Corliss engines, American, Jackson & Sharp, Stephenson and St. Louis cars, Peckham trucks; rent power from Virginia Electric Ry. & Development Co.

Officers.—Pres. E. L. Bemiss, V. Pres. E. R. Williams, Sec. E. Waddey, Treas. R. Lancaster Williams, Audr. J. Addison Cooke, Supt. Frank J. Duffy, Pur. Agt. B. Williams.

Directors.—J. Skelton Williams, W. M. Habliston, E. L. Bemiss, R. Lancaster Williams, E. R. Williams, E. Waddey, Richmond, Va.; J. Wm. Middendorf, Baltimore, Md.; H. S. Hawes, Richmond, Va.

General Office, 9th & Main Sts., Richmond, Va.

References.—Description of track, Vol. XII, Aug., '96, p. 948 (ill.); description of road, Vol. XIII, Jan., '97, p. 39 (ill.); description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Feb., 1902. z

Richmond and Petersburg Electric Railway Co.—This company was chartered March 3, 1898, in perpetuity. Municipal franchise granted February, 1900, for 80 years.

Capital Stock, authorized, $1,000,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,000,000, issued, $500,000, in treasury, $500,000 (see note); dated Oct. 1, 1901, due 1931; denom. $1,000; int. payable Apr. and Oct., at office of the Savings and Trust Co., Cleveland, Ohio, trustee of mortgage.

Note.—Treasury bonds may be issued for betterments, extensions and power house, and may be called for payment at two months notice at 105.

Plant and Equipment.—Miles of track (electric), 20.7; gauge, 4 ft. 8½ in.; 60 lb. T and 90 lb. girder rail; 9 motor cars; West. motors, Jackson & Sharp cars.

Officers.—Pres. C. Warwick, V. Pres. F. G. Freese, Sec. & Gen. Man. J. L. Haner, Treas. J. R. Nutt, Supt. T. E. Felt, Ch. Engr. H. G. Harrison.

Directors.—C. Warwick, Richmond, Va.; Will C. Christy, Akron, Ohio; M. J. Mandelbaum, Cleveland, Ohio; J. R. Nutt, Akron, Ohio; F. G. Freese, Akron, Ohio; Jas. Beltwood, Drewry's Bluff, Va.; J. L. Haner.

General Office, 300 E. 7th St., Manchester, Va.

Date of information, Mar., 1902. z

RIVERSIDE, CAL.

Population in 1900, 8,000.

Riverside & Arlington Railway Co.

CAPITAL STOCK, authorized, $250,000, issued, $55,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 40 lb. T rail; 4 motor cars.

OFFICERS.—Pres. George Frost, V. Pres. W. A. Hayt, Sec. & Man. F. A. Miller, Treas. Orange Growers' Bank, Supt. M. P. Groftholdt.

GENERAL OFFICE, cor. Main & 7th St.

Date of information, Feb., 1901. z

ROANOKE, VA.

Population in 1880, 669, in 1890, 16,159, in 1900, 21,500.

Roanoke Railway & Electric Co.—This company is a consolidation of the Roanoke Street Railway Co., chartered May 2, 1887, and the Roanoke Electric Light & Power Co.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated Dec., 1899, due 1949; denom. $1,000; int. payable June and Dec., at office of Mercantile Trust & Safe Deposit Co., of Baltimore, trustee of mortgage.

Second mortgage income 4 p. c. gold bonds, authorized and issued, $190,000; dated Dec. 1, 1899, due 1949; denom. $100 and $500; int. payable at office of Mercantile Trust & Deposit Co., of Baltimore, trustee of mortgage.

In Jan., 1901, income bonds received first payment of 3 p. c.; 4 p. c. paid Feb. 1, 1902, on income bonds for year ending Dec. 31, 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; gauge, 4 ft. 8½ in.; 50 lb. T rail; 9 closed and 9 open motor cars; A. & S. McIntosh & Seymour and Ball engines, Gen. Elec. dynamos, Gen. Elec. and West. motors, Gilbert, Jackson & Sharp and Brill cars.

OFFICERS.—Pres. J. B. Fishburn, V. Pres. Gen. Man. & Pur. Agt. J. W. Hancock, Sec. & Treas. E. B. Fishburn.

DIRECTORS.—J. B. Fishburn, Edw. L. Stone, J. W. Hancock, Jas. C. Cassell, Jas. P. Woods, S. S. Brooke, Roanoke, Va.; John Gill, Baltimore, Md.

GENERAL OFFICE, Jefferson St. & Campbell Ave., Roanoke, Va.

REFERENCE.—Description of road, Vol. X, Nov., '94, p. 722 (ill.).

Date of information, Feb., 1902. z

ROCHESTER, N. Y.

Population in 1880, 89,366, in 1890, 133,896, in 1900, 162,608.

Rochester Railway Co.—Chartered Feb. 25, 1890, for 99 years, with right to renewal. Annual meeting third Tuesday in Jan. This is a consolidation of the Rochester City & Brighton R. R. Co. (incorp. May 31, 1862, under N. Y. R. R. Act of 1850), the Crosstown R. R. Co., and the South Park R. R. Co. This company also operates under leases the Summerville division of the Rochester & Suburban Ry. and the Rochester Electric Ry.

Capital Stock, authorized and issued $5,000,000; par value $100 per share. The old stock was retired in June, 1901, to be replaced by a new issue of the same amount, $2,500,000 of which is 5 p. c. cumulative preferred and $2,500,000 common.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued $2,200,000, in escrow (see Note), $800,000; coupon, but may be registered; dated Apr. 1, 1890, due 1930; denom. $1,000; int. payable Apr. and Oct., at office of Cuyler, Morgan & Co., 44 Pine St. New York.

Debenture 6 p. c. gold bonds, authorized, $600,000, outstanding, $31,000; dated Mar. 1, 1891, due 1911, with privilege of redemption after 1901; denom. $500; int. payable Mar. and Sept., at office of Cuyler, Morgan & Co., 44 Pine St., New York. These bonds were called in for redemption Mar. 1, 1902, after which date interest stopped.

Second mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,463,200, in escrow, $36,800; coupon, but may be registered; dated Dec. 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Security Trust Co., of Rochester, trustee of mortgage.

Rochester City & Brighton R. R. Co.'s first mortgage (originally second mortgage) 6 p. c. bonds, $175,000; dated Apr. 1, 1889, due 1919; denom. $500; int. payable Apr. and Oct., at office of Rochester Trust & Safe Deposit Co., of Rochester, trustee of mortgage.

6 p. c. collateral trust notes, $182,000; dated Mar. 1, 1895, due 1905; int. payable Mar. and Sept., at office of Security Trust Co., of Rochester, trustee of mortgage.

General mortgage 5 p. c. bonds, authorized, $2,500,000, issued, none; $1,000,000 of these bonds are to be used in liquidating the indebtedness of the company and providing for immediate betterments and extensions; the remaining $1,500,000 to be held in treasury for the acquisition of additional property, construction work, betterments and future requirements of the company.

Note.—$300,000 of the consolidated mortgage bonds are held in escrow by the Mercantile Trust Co., of New York, trustee, to retire, at maturity, the issue of the Rochester City & Brighton R. R. Co. now outstanding, amounting to $75,000.

It is provided in the first mortgage deed that the sum of $25,000 per annum from the net earnings shall be deposited with the trustee for a sinking fund.

Leased Roads.—In Sept., 1894, the company leased the property of the Rochester Electric Ry. Co. for the term of 50 years, paying a rental of $16,000 per annum, equivalent to 8 p. c. on its capital stock. It is further agreed that the lessor company is to receive, in the form of dividends, 25 p. c. of its own gross receipts above $55,000.

Franchises.—The company's franchises are perpetual and exclusive upon the streets already occupied, which are the principal ones in the city.

Operation.—Year ending Dec. 31, (—June 30,—)

	1897.	1898.	1899.	1900.	1901.
Receipts from operat'n.	$791,182	$817,075	$865,823	$916,300	$981,723
" other sources.	10,209	7,660	9,160	20,041	18,536
" total	801,391	824,735	874,983	936,341	1,000,259
Operating expenses	494,506	488,170	515,237	554,021	605.551
Earnings from opera	306,885	336,565	359,746	382,320	394.708
Deductions from earnings.					
Interest	293,845	291,270	295,538	302,287	246,635
Taxes					33,703
Rentals					2,400
Net income	13,040	45,295	64,208	80,033	111,970
Total surplus			249,057	362,647	489.855
P. c. op. ex. to total rec.	61.7	59.2	58.8	59.1	60.5

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.	1901.
General expenses	$71,657	$52,837	$53,241
Transportation expenses	294,644	328,752	374.575
Maintenance of way and buildings	72,788	88,340	73,714
" " equipment	76,148	84,092	104,021
Total	$515,237	$554,021	$605.551

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Revenue passengers carried	17,502,689	17,626,386	20,329,012
Transfer " "		5,331,930	5,808,677
Car miles run	4,904,480	4,924,340	5,331,299
Total receipts per car mile	$.176	$.190	$.188
Operating expenses per car mile	.101	.112	.114

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road & equip.	$ 9,902,445	$ 9,959,891	$10,099,512	$10,260,583
Open accounts	1,141	5,616	5,093	
Other assets	15,616		33,390	24,604
Cash and materials	22,348	39,090	26,930	19,028
Stocks and bonds	167,500	167,500	162,500	161,000
Coupon account	20,420	22,557	19,887	
Unpaid stock instalmts.				
Cons. bonds to issue				300,000
Total	$10,129,470	$10,194,654	$10,347,852	$10,765,215
LIABILITIES.				
Capital stock	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000
Funded debt	4,501,950	4,518,575	4,520,950	4,551,200
Reconstruction reserv. acct. new stock issue				631,809
Loans & bills payable	213,465	187,980	183,054	
Other liabilities	113,161	149,021	149,346	42,500
Open accounts	42,526		7,390	105,623
Accrued interest, etc.	54,379	67,464	55,589	77,200
Paving assessments				240,000
Coupon account	20,419	22,557	19,887	
Profit and loss (surp.)	183,570	249,057	411,636	116,883
Total	$10,129,470	$10,194,654	$10,347,852	$10,765,215

Plant and Equipment.—Miles of track owned (electric), 86.03; leased, 17.85; total, 103.88; gauge, 4 ft. 8½ in.; 45 lb. T to 107 lb. girder rail; 20 horses, 185 motor cars and 40 trail cars, 10 snow plows, 5 sweepers; 3,000 H. P. station plant; Gen. Elec. and West. dynamos and motors.

Officers.—Pres Frederick Cook, V. Pres. & Gen. Man. T. J. Nicholl, Sec. & Asst. Treas. Geo. G. Morehouse, Rochester, N. Y.; Treas. C. Ford Stevens, Supt. Jos. W. Hicks, Mast. Mech. Alfred Green.

Directors.—H. Sellers McKee, Pittsburg, Pa.; Benj. Graham, A. G. Hodenpyl, N. Y. City; C. M. Clark, E. W. Clark, Jr., W. B. Kurtz, Philadelphia, Pa.; Jacob Gerling, John N. Beckley, Frederick Cook, Eugene H. Satterlee, Harold P. Brewster, George W. Archer, T. J. Nicholl, Rochester, N. Y; Jas. Richardson, Providence, R. I.

General Office, 267 State St., Rochester, N. Y.

Power Station, Mill & Commercial Sts.

References.—Description of road, Vol. VII, Jan., '91, p. 1 (ill.); Vol. VIII, Mar., '92, p. 132 (ill.); description of power plant, Vol. VII, Apr., '91, p. 163 (ill.); description of track construction, Vol. VI, Oct., '90, p. 491 (ill.); operating detail, transfers, Vol. IX, Apr., '93, p. 257 (ill.); track construction (brief), Vol. XII, Dec., '96, p. 753; operating detail, Vol. XII, Dec. '96, p. 754 (ill.); repair shops, Vol. XII, Dec. '96, p. 760 (ill.); power house records, Vol. XII, Dec., '96, p. 762; chartered car rates, Vol. XV, Aug., '99, p. 531; annual meeting, Vol. XVII, Feb. 2, '01, p. 202.

Date of information, Mar., 1902. z

Rochester & Suburban Railway Co.—Chartered Jan. 30, 1900. This company is the successor by purchase at receiver's sale of the franchises and properties of the Rochester & Irondequoit Railroad Co., which was chartered May 19, 1893, and has also purchased and merged the franchises and properties of the Rochester & Lake Ontario Ry. Co. Annual meeting first Monday in Nov.

Capital Stock.—Common stock, authorized and issued, $70,000.

Preferred stock, authorized and issued, $350,000; par value, $100 per share.

Operation.—The report for 1900 is the combined report of the receiver of the Rochester & Irondequoit R. R. to Dec. 31, 1899, and of the Rochester Suburban Ry. Co. from Jan. 1 to June 30, 1900.

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$36,454	$39,567	$16,708	$12,963	$29,215
" other sources	11,306	9,479	14,584	15,179	11,490
" total	47,760	49,046	31,292	28,142	40,705
Operating expenses	29,373	23,177	15,000	11,475	18,942
Earnings from operation	18,387	25,869	16,292	16,667	21,763

Please note date of information at end of each report.

Deductions from earnings.	1897.	1898.	1899.	1900.	1901.
Interest on bonds	17,500	17,500	17,500	8,750	
" " floating debt	14,350	11,423	13,363	10,200	14,040
Taxes	4,420	1,749	3,070	2,384	2,757
Rental	1,365	1,365	1,365	2,354	
Insurance					1,689
Net income	*19,248	*6,168	*19,006	*7,021	3,278
Total surplus account	*3,052	*21,401	*40,407		5,529

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 3,072
Transportation expenses	13,642
Maintenance of way and buildings	493
Maintenance of equipment	1,735
Total	$18,942

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	491,708	445,569	222,684	154,948	469,330
Car miles run	172,771	145,972	64,138	23,432	118,419
Total rcpts. per car mile.	$.276	$.336	$.487	$1.20	$.343
Op. exps. per car mile..	.170	.158	.233	.49	.159

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 459,057	$ 459,057	$ 459,057	$768,330	$824,487
" equip.	38,764	38,764	38,764		
Other permanent investments	751,353	755,852	755,852	22,156	22,156
Cash and current assets	11,670	21,243	21,864	7,099	7,094
Profit and loss (deficit)	3,052	21,401	40,407		
Total	$1,263,896	$1,296,317	$1,315,944	$797,585	$853,737
LIABILITIES.					
Capital stock	$ 700,000	$ 700,000	$ 700,000	$420,000	$420,000
Funded debt	350,000	350,000	350,000		
Bills payable		7,045	3,908	13,065	10,886
Loans	205,000	221,000	236,940	353,471	412,970
Int. and taxes	4,375	15,217	25,096	6,573	4,353
Other liabilities	6,500	4,521	3,055	2,225	
Profit and loss (surplus)				2,251	5,629
Total	$1,263,896	$1,296,317	$1,315,944	$797,585	$853,737

Plant and Equipment.—Miles of track (electric) owned, 9, leased, 6.42, total, 15.42; gauge, 4 ft. 8½ in.; 40 lb. to 56 lb. rail; 24 are motor cars and 12 trail cars.

Officers.—Pres. George W. Archer, V. Pres, Frederick Cook, Sec. & Gen. Man. Chas. A. Williams, Treas. Frederick P. Allen,

Directors.—John N. Beckley, Frederick Cook, W. C. Barry, Bernard Dunn, Frank Upton, Jacob Gerling, Louis Greisheimer, George W. Archer, Wm. Purcell, Joseph C. Tone, A. Vogt, all of Rochester, N. Y.

General Office, 129 Portland Ave., Rochester, N. Y.

Date of information, Sept., 1901. b

Rochester, Charlotte & Manitou Railroad Co.—Chartered Mar. 14, 1895. This company holds a charter for a steam road, and operates a line by electricity during the summer months between Charlotte and Manitou. Annual meeting first Monday in Feb.

Capital Stock, authorized, $100,000, issued, $97,500.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $82,000, issued, $81,250; dated Oct. 1, 1895; due 1925; int. payable Dec. 1.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$10,296	$11,656	$15,451	$15,725	$16,315
" other sources	86	28	186	4,664	483
" total	10,382	11,684	15,637	20,389	16,798
Operating expenses	9,498	7,416	9,364	12,010	13,783
Earnings from operation	884	4,268	6,273	8,379	3,015
Deductions from earnings.					
Interest	*....	4,062	4,062	4,062	4,062
Taxes	950	710	832	641	1,172
Net deficit	....	504	†1,379	†3,675	2,219
Total deficit account	....	2,289	909	†2,766	†548

* Interest on bonds ($4,062) cancelled. † Surplus.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$177,131	$177,131	$177,201	$181,666	$178,544
" equipment	1,179	1,179	2,297		4,420
Cash	757	166	3,231	533	212
Bills receivable, etc.	268	359	1,548	2,200	1,089
Profit and loss (deficit)	1,785	2,289	909		
Total	$181,120	$181,124	$185,186	$184,399	$184,265
LIABILITIES.					
Capital stock	$97,500	$97,500	$97,500	$97,500	$ 97,500
Funded debt	81,250	81,250	81,250	81,250	81,250
Interest	2,370	2,374	6,436	2,407	2,370
Other liabilities				476	2,597
Prof. and loss (surp.)				2,766	548
Total	$181,120	$181,124	$185,186	$184,399	$184,265

Plant and Equipment.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 40 lb. steel rail; 16 passenger cars and 2 freight cars.

Officers.—Pres. Michael Doyle, V. Pres. Lewis Warfield, Sec. & Treas. J. M. McGrath, Supt. W. H. Gillette.

Directors.—Michael Doyle, Emmett H. Craig, Herman Behns, Wm. H. Gillette, J. V. Alexander, J. M. McGrath, Rochester, N. Y.; Hugh McMillan, Detroit, Mich.; Lewis Warfield, New York City.

General Office, 32 White St., Rochester, N. Y.

Date of information, Sept., 1901. b

Irondequoit Park Railroad Co.—Chartered Oct. 18, 1895, as the successor to the Rochester & Glen Haven R. R. Co. Annual meeting second Tuesday in Jan. On Apr. 1, 1901, this road was leased for 999 years to the Rochester & Sodus Bay R. R. Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $50,000, issued, $40,000; dated June 1, 1896, due 1926; int. payable Jan. and July.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	9 mos. end. Mar. 31 1901.
Gross receipts	$9,882	$10,705	$13,149	$16,690	$11,401
Operating expenses	8,704	8,409	9,462	14,222	5,068
Earnings from oper.	1,178	2,296	3,687	2,468	6,333
Deductions from earn.					
Interest	1,553	1,864	1,944	2,054	1,500
Taxes	635	689	794	906	205
To surplus account	*1,010	*257	949	*492	4,628
Total surplus	932	675	1,624	1,132	5,760

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	9 mos. end. Mar. 31, 1901.
General expenses	$1,992	$1,583	$1,634	$ 2,695	$1,151
Transportation expenses	5,182	4,321	4,035	5.523	3,102
Maint. of way and buildings	23	330	236	2,328	376
" " equipment	1,297	2,175	3.557	3.676	439
Total	$8,704	$8,409	$9,462	$14,422	$5,068

STATISTICS OF TRAFFIC.

Year ending June 30.	1897.	1898.	1899.	1900.	9 mos. end. Mar. 31, 1901.
Passengers carried	132,134	140,249	160,972	223,326	214,316
Car miles run	46,200	45,128	50,141	55,649	36,925
Total receipts per car mile	$.214	$.237	$.262	$.300	$.309
Oper. exps. per car mile	.188	.186	.188	.252	.135

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	9 mos. ending Mar. 31, 1901.
Cost of road	$108,860	$110,448	$113,904	$114,106	$146,572
" equipment	26,533	28,012	28,012	28,048	
Bills receivable					
Cash	290	715	208	1,478	2,688
Total	$135,682	$139,175	$142,124	$143,632	$149,260
LIABILITIES.					
Capital stock	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt	28,500	36,000	36,000	40,000	40,000
Accounts payable	6,250	2,500	4,500	2,500	
Other liabilities					3,500
Profit and loss (surplus)	932	675	1,624	1,132	5,760
Total	$135,682	$139,175	$142,124	$143,632	$149,260

Plant and Equipment.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 11 open cars, of which 6 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Please note date of information at end of each report.

Officers.—Pres. T. J. Nicholl, Sec. & Treas. Geo. G. Morehouse, Supt. H. A. Nicholl.

Directors —T. J. Nicholl, Geo. G. Morehouse, Le Grand Brown, Rochester, N. Y.; T. De W. Cuyler, Phila., Pa.; O. C. Cuyler, Benj. Graham, Benj. Strong, Benj. Strong, Jr., N. Y. City.

General Office, 267 State St., Rochester, N. Y.

Reference.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 186.

Date of information, Sept., 1901. b

Rochester & Sodus Bay Railway Co.—Chartered Aug. 18, 1898; annual meeting third Tuesday in Jan. This company has constructed an electric railway from Rochester to Sodus Point, Lake Ontario, 40 miles, and placed the road in operation in Aug., 1900. This company leased the Irondequoit Park R. R. on April 1, 1901, for a period of 999 years. Annual meeting third Tuesday in Jan.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Operation.—Year ending June 30, 1901.

Receipts from passengers	$77,624
" " other sources	368
" total	77,992
Expenses of operation	66,063
Earnings from operation	11,929
Deductions from earnings.	
Interest	19,060
Rental of leased line	1,250
Taxes	1,182
Net income	*9,563
Surplus	*9,563
Total surplus	*9,200

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$11,877
Transportation expenses	39,204
Maintenance of ways and buildings	7,361
" " equipment	7,621
Total	$66,063

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.

Passengers carried	413,071
Car mileage	343,491
Total receipts per car mile	$.226
" expenses per car mile	.192

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Construct. and equip.	$1,706,200	Capital stock	$1,000,000
Stocks and bonds	70,000	Int. due and accrued	19,060
Cash	5,569	Rentals	1,250
Other assets	7,716	Loans	763,028
Profit and loss (deficit).	9,200	Accounts payable	14,863
		Other liabilities	485
Total	$1,798,686	Total	$1,798,686

Plant and Equipment.—Miles of track (electric), 38; gauge, 4 ft. 8½ in.; 60 lb. T rail; 28 cars, of which 24 are motor cars and 4 trail cars; 1300 H. P. station plant; 2-300 K. W. Gen. Elec. 3 phase generators; Gen. Elec. motors; Jackson & Sharp and Stephenson cars; Taylor and Dupont trucks.

Officers.—Pres. T. J. Nicholl, V. Pres. George Wilder, 2d V. Pres Benj. Graham, Sec. Chas. Van Voorhis, Asst. Sec. G. G. Morehouse, Treas. John H. Gregory, Gen. Man. & Pur. Agt. H. A. Nicholl.

Directors.—T. J. Nicholl, Chas. Van Voorhis, George Wilder, Geo. G. Morehouse, Rochester; Benjamin Graham, C. C. Cuyler, A. C. Vaughn, Benjamin Strong, New York City; T. DeWitt Cuyler, Philadelphia.

General Offices, 267 State St. and East Main St., Rochester, N. Y.

Reference.—Description of road, Vol. XVI, Sept. 29, '00, p. 895.

Date of information, Sept., 1901. b

Buffalo, Niagara Falls & Rochester Railway Co.—This company was organized in Jan., 1901, to construct an electric railway from Buffalo, Niagara Falls and Lockport to Rochester, 120 miles in length. It is proposed to build largely on private rights of way and along the Ridge Road from Lockport to Rochester, subject to the granting of a franchise by the R. R. Commissioners. The line will parallel the New York Central R. R. but will be about four miles north of that line.

Capital Stock, authorized, $3,500,000.

Officers.—Pres. Allen C. Beach, 1st V. Pres. Charles S. Baker, 2d V. Pres. Joseph C. Tone, Sec. George Moss, Treas. George L. Brown, Ch. Engr. W. C. Gray, Rochester, N. Y.

Directors.—Allen C. Beach, Watertown; William H. Gillette, Charlotte; Charles S. Baker, George Moss, George L. Brown, Milton Clark, George A. Brooks, Henry D. Quinby, William C. Gray, Rochester.

General Office, Rochester, N. Y.

Reference.—Description of road (brief), Vol. XVII, Feb. 23, '01, p. 240 (map).

Date of information, Feb., 1902. z

Rochester & Eastern Rapid Railway.—This company is building 45 miles of electric railway.

Officers.—Pres. John Winter, V. Pres. F. C. Andrews, Sec. O. H. Law, Treas. A. E. F. White, Gen. Man. A. L. Parker, Pur. Agt. Andrew Gray.

General Office, 1201-1216 Chamber of Commerce, Detroit, Mich.

Date of information, Jan., 1902. z

ROCHESTER, PA.

Population in 1880, 2,552, in 1890, 3,635.

People's Electric Street Railway Co.—Chartered Aug. 18, 1891, in perpetuity. Franchise granted Nov., 1891. This company was consolidated Oct. 1, 1900, into the Beaver Valley Traction Co., of Beaver Falls, Pa.

Date of information, Jan., 1901.

ROCKAWAY, N. Y.

Population in 1890, 1,502.

Ocean Electric Railway Co.—Chartered Apr. 28, 1897. This company purchased on Sept. 19, 1898, all rights and titles of the Rockaway Village R. R. Co., which was chartered Mar. 18, 1886. Annual meeting first Wednesday in May.

CAPITAL STOCK, authorized, $50,000, issued, $35,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $20,000; dated Apr. 1, 1898, due 1918; int. payable Apr. and Oct.

OPERATION.—The following is the operating report of the Rockaway Village R. R. Co., for the years ending June 30, 1898, and the combined operation of both companies in 1899 and years succeeding.

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$ 256	$ 250	$1,542	$ 521	$5,363
Operating expenses	75	138	2,598	2,723	3,728
Earnings from operation	181	112	*1,056	*2,202	1,634
Deductions from earnings.					
Interest on bonds	1,250	1,250	1,250	1,000	1,000
Taxes	82	105	9	147	244
Other deductions			*500		
Deficit	1,152	1,243	2,815	3,349	†390
Total deficit	10,132	11,375	2,815	6,511	6,122

†Surplus.

NOTE.—The road was not operated during 1896.

*During 1899, $500 was charged off on profit and loss account.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 234
Transportation expenses	2,214
Maintenance of ways and buildings	973
" " equipment	307
Total	$3,728

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$49,724	$49,724	$57,074	$75,390	$76,118
" equipment	909	909			
Cash assets	7	14	58	500	
Other assets					229
Profit and loss (deficit)	10,132	11,375	2,815	6,511	6,122
Total	$60,773	$62,022	$59,947	$82,401	$82,469
LIABILITIES.					
Capital stock	$25,000	$25,000	$35,000	$35,000	$35,000
Funded debt	25,000	25,000	20,000	20,000	20,000
Other liabilities	10,773	12,022	4,947	27,401	27,469
Total	$60,773	$62,022	$59,947	$82,401	$82,469

PLANT AND EQUIPMENT.—Miles of track (electric), 1.04; gauge, 4 ft. 8½ in.; 52 lb. to 85 lb. rail; 2 motor cars and 3 trail cars.

OFFICERS.—Pres. W. H. Baldwin, Jr., Sec. & Treas. Frank E. Haff.

DIRECTORS.—W. H. Baldwin, Jr., W. J. Kelly, A. B. Bierck, W. F. Brown, A. T. Beiter, J. F. Keany, Brooklyn; F. E. Haff, Long Is-

land City; Fred C. Scudder, Babylon, N. Y.; W. T. Potter, Flushing, N. Y.

SECRETARY AND TREASURER'S OFFICE, 26 Broadway, New York City.

Date of information, Sept., 1901. b

ROCKFORD, ILL.

Population in 1880, 13,129, in 1890, 23,589, in 1900, 31,051.

Rockford Railway Light & Power Co.—Chartered 1898, for 99 years, municipal franchise granted Oct. 10, 1898, for 25 years. This company is a consolidation of the Rockford City Street Ry Co., which was chartered Jan. 1890, and the Rockford Traction Co.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. coupon bonds, authorized and issued, $300,000; dated 1898, due 1918; int. payable May and Nov. at office of American Trust & Savings Bank, of Chicago, Ill.

By this issue the outstanding second mortgage bonds, $70,000, of the Rockford City Street Ry. Co. were redeemed, and $150,000 are held in treasury for the redemption of that company's first mortgage 6 p. c. bonds, dated 1890, due 1910; which may be called for payment in May 1900, or thereafter, at par and accrued interest.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; gauge, 4 ft. 8½ in.; 45 lb. to 72 lb. T rail; 40 cars, of which 34 are motor cars and 6 trail cars; 450 H. P. station plant; Ball and Ide engines, Gen. Elec. dynamos and motors, Laclede and St. Louis cars.

OFFICERS.—Pres. R. N. Baylies, V. Pres. H. W. Price, Sec. & Treas. W. F. Woodford, Gen. Man. & Supt. T. M. Ellis, Ch. Engr. M. Mayfield, Elecn. H. J. Termolhen.

DIRECTORS.—G. W. Wattles, John Farson, Gilbert Woodruff, Henry W. Price, R. N. Baylies.

GENERAL OFFICE, 306 W. State Street, Rockford, Ill.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Dec., 1901. d

ROCKLAND, ME.

Population in 1880, 7,599, in 1890, 8,174, in 1900, 8,150.

Rockland, Thomaston & Camden Street Railway Co.—Chartered June 27, 1891. This road is a consolidation of the Camden & Rockport Street R. R. Co. and the Rockland Street Ry. Co. In Feb., 1901, the Knox Gas and Electric Co. was consolidated with this company, which has made a new consolidated mortgage for $800,000 to the Union Safe Deposit & Trust Co., of Portland, Me.

CAPITAL STOCK, authorized, $300,000, issued, $250,000; par value, $100 per share.

FUNDED DEBT.—June 30, 1900 (see opening paragraph): First mortgage 5 p. c. bonds, authorized and issued, $250,000; dated May 1, 1892, due 1922; int. payable Jan. and July, at office of National Exchange Bank, of Boston.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$46,899	$48,029	$49,359	$54,489	$79,856
" other sources	19,883	20,194	20,853	25,356	10,337
" total	66,782	68,223	70,212	79,845	90,193
Operating expenses	41,089	42,787	40,914	52,106	52,929
Earnings from operation	25,693	25,436	29,298	27,739	37,264
Deductions from earnings.					
Interest and taxes	14,458	14,133	13,585	12,889	17,506
Net income	11,235	11,303	15,713	14,850	19,758
Total surplus account	44,754	56,057	71,770	86,620	106,379

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Main. of way and bldgs	$ 6,350	$ 8,115	$ 6,986	$10,871	$ 4,702
" " equipment	3,400	3,579	4,460	5,349	3,434
Cond'ct'g transportation	26,502	26,740	25,618	31,849	38,609
General expenses	4,837	4,353	3,850	4,037	6,185
Total	$41,089	$42,787	$40,914	$52,106	$52,929

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	937,973	960,578	987,173	1,089,790	1,248,387
Car miles run	269,059	268,609	278,949	299,740	314,659
Total receipts per car mile.	$.248	$.254	$.251	$.266	$.288
Op. ex. per car mile	.152	.159	.145	.174	.168

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$318,070	$317,133	$323,932	$335,930	$367,678
Cash and current assets	1,882	255,946	253,499	254,633	255,214
Other assets	5,550	9,331	3,963	4,946	8,581
Total	$325,503	$582,410	$581,394	$595,509	$631,474

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock		$250,000	$250,000	$250,000	$250,000
Funded debt	$250,000	250,000	250,000	250,000	250,000
Current liabilities	30,749	26,352	9,624	8,889	25,095
Profit and loss (surplus).	44,754	56,057	71,770	86,620	106,379
Total	$325,503	$582,410	$581,394	$595,509	$631,474

PLANT AND EQUIPMENT.—Miles of track (electric), 17.2; gauge, 4 ft. 8½ in.; 50 lb. T rail; 15 motor cars, 2 trail cars, 2 flat cars, 1 mail and baggage car; 1 motor freight car; 34 motors; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Briggs cars.

OFFICERS.—Pres. G. E. Macomber, V. Pres. S. M. Bird, Sec. H. M. Heath, Treas. A. D. Bird, Supt. & Pur. Agt. Thos. Hawkens, Elecn. V. Chisholm, Ch. Engr. of Power Station L. C. Jackson.

DIRECTORS.—George E. Macomber, John F. Hill, Augusta, Me.; S. M. Bird, W. T. Cobb, W. S. White.

GENERAL OFFICE, Rockland, Me.

REFERENCES.—Description of car, Vol. IX, Mar., '93, p. 164 (ill.); mail service, Vol. XIII, Aug., '97, p. 465.

Date of information, Mar., 1902. z

ROCKPORT, MASS.

Population in 1880, 3,912, in 1890, 4,087, in 1900, 4,592.

Rockport Street Railway Co.—On Jan. 18, 1900, this company was consolidated with the Gloucester Street Ry., which, on Mar. 3, 1900, was consolidated with the Lynn & Boston R. R. (now a part of the Boston & Northern Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

OPERATION.—Year ending

	Sept. 30, 1897.	Sept. 30, 1898.	Sept. 30, 1899.	Jan. 18, 1900.
Gross receipts	$28,539	$28,433	$30,072	$8,538
Operating expenses	20,089	19,785	21,153	7,073
Earnings from operation	8,450	8,648	8,919	1,465
Deductions from earnings.				
Int. on floating debt	690	1,050	1,053	224
Taxes	1,526	1,569	2,080	580
Net income	6,234	6,029	5,786	661
Dividends paid	3,000	6,000	3,000	
To surplus account	3,234	29	2,786	
Total surplus account	9,482	9,511	12,297	12,852

BALANCE SHEET.—Dated Sept. 30, Jan. 18,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road	$ 92,184	$ 92,184	$ 92,184	$ 92,184
" equipment	19,541	19,541	19,541	21,733
Land and buildings	13,247	13,247	13,247	13,247
Cash and current assets	5,389	4,607	10,138	2,003
Total	$130,361	$129,579	$135,110	$129,167
LIABILITIES.				
Capital stock	$100,000	$100,000	$100,000	$100,000
Funded debt				12,500
Loans and bills payable	19,353	18,499	22,212	3,457
Accrued liabilities	1,526	1,569	600	358
Profit and loss (surplus)	9,482	9,511	12,298	12,852
Total	$130,361	$129,579	$135,110	$129,167

PLANT AND EQUIPMENT.—Miles of track (electric), 7.54; 8 motor cars; Gen. Elec. and West. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. A. R. Hallowell.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE.—333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 489.

Date of information, Feb., 1902. z

ROME, GA.

Population in 1880, 3,877, in 1890, 6,950, in 1900, 7,291.

The City Electric Railway Co.—Chartered in 1894, as a successor to the Rome Street Ry. Co., which was sold under foreclosure July 5, 1894. This company also operates a lighting plant, having recently purchased the Rome Lighting Co. It has recently extended its lines 1½ miles to a park of its own containing 25 acres.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000, dated Oct. 1, 1894, due 1914; denom. $1,000; not subject to call; int. payable Apr. and Oct., at office of American Security & Trust Co., of Washington, D. C.

Please note date of information at end of each report.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass., rent, etc.	$16,392	$16,654	$18,942	$21,070	$20,414
" power furnished....	6,630	6,857	9,790	19,639	20,824
" total.....	23,022	23,511	28,732	40,709	41,238
Operating expenses*.....	18,420	21,780	23,381	33,707	34,875
Earnings from operation.....	4,602	1,730	5,351	7,002	6,363
Deduction from earnings.					
Interest.....	4,250	4,625	5,000	5,000	5,000
Net income.....	352	†2,895	351	2,002	1,363

*Including insurance and taxes.
†Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 12 motor cars, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and own cars.

OFFICERS.—Pres. Seymour Cunningham, Sec. R. A. Denny, Treas. Gen. Man. Supt. & Pur. Agt. J. B. Marvin, Elecn. D. J. Kerr.

DIRECTORS.—Seymour Cunningham, James M. Green, R. A. Denny, J. L. Bass, Ed. S. McCalmont.

GENERAL OFFICE, 1st St. and 8th Ave., Rome, Ga.

Date of information, Jan., 1902. z

ROME, N. Y.

Population in 1880, 12,194, in 1890, 14,991, in 1900, 15,343.

Rome City Street Railway Co.—Chartered Dec. 22, 1885. Annual meeting third Wednesday in Apr. In Apr., 1899, this property was sold to a syndicate, which has rebuilt the road and now operates it by compressed air motors.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $200,000, issued, $123,500; dated Apr. 1, 1900, due 1950; denom. $1,000; int. payable Apr. and Oct., at office of Trust Co. of America, New York, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers...	$4,546	$4,986	$5,439	$4,696	$6,748
" other sources.....	271	238	16	26	681
" total.....	4,817	5,455	4,722	7,429	
Operating expenses.....	5,085	5,800	8,364	6,058	12,494
Earnings from operation....	*268	*576	*2,909	*1,336	*5,065
Deductions from earnings.					
Interest on bonds.....					4,862
" " floating debt...		9	97		
Taxes.....	202	131	194	169	512
Net income.....	*470	*716	*3,200	*1,505	*309
Total deficit.....	982	1,698	4,898	6,403	11,945

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried..,.....	90,926	100,000	110,000	93,912	134,954
Car miles run.....	50,570	56,812	63,259	53,793	35,724
Total receipts per car mile	$.095	$.092	$.086	$.087	$.207
Op. ex. per car mile.....	.100	.102	.132	.112	.350

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip....	$50,000	$50,000	$50,000	$175,000	$277,205
Cash assets.....	175	648	361	186	13,323
Other assets.....	185				
Profit and loss (deficit).....	982	1,698	4,898	1,505	11,945
Total.....	$51,342	$52,346	$55,259	$176,695	$302,473
LIABILITIES.					
Capital stock.....	$50,000	$50,000	$50,000	$150,000	$150,000
Funded debt.....				25,000	123,500
Interest.....					4,862
Loans.....					22,000
Bills payable.....		1,000	5,259	1,691	2,111
Other liabilities.....	1,342	1,346			
Total.....	$51,020	$52,346	$55,259	$176,691	$302,473

PLANT AND EQUIPMENT.—Miles of track (cars operated by compressed air), 6.75; gauge, 4 ft. 8½ in.; 38½ to 60 lb. rails; 8 motor cars.

OFFICERS.—Pres. John S. Wardwell, V. Pres. A. C. Kessinger, Sec. & Treas. Arthur L. Dale, Gen. Man. J. W. Brown.

DIRECTORS.—John S. Wardwell, A. C. Kessinger, Wm. R. Huntington, Thomas H. Stryker, Jno. D. McMahon, Jas. W. Brown, all of Rome, N. Y.

GENERAL OFFICE, 115 John St., Rome, N. Y.

REFERENCE.—Description of park)brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Feb., 1902.

RUTHERFORD, N. J.

Population in 1880, 2,299, in 1890, 2,293.

Newark & Hackensack Traction Co.—Chartered in 1899 as the successor to the Union Traction Co., whose property was sold under foreclosure of mortgage on Jan. 27, 1899.

Since reorganization the lines of this company have been extended to reach Hackensack along the Ridge road, from Rutherford, and are now in operation from Arlington on the south, where connection is made with Newark, through Lyndhurst, Rutherford, (to New York via Bergen Co. Traction Co.,) Carlstadt, Woodridge and Hasbrouck Heights to Hackensack on the north, where connection is made to New York via the New Jersey & Hudson River Ry. & Ferry Co. By the terms of reorganization agreement the stock is held by D. W. Coon, Frank M. Pierce and William C. Giles as voting trustees for two years, or longer, to be terminated by an agreement signed by each trustee, on satisfactory settlement of the reorganization plans.

Capital Stock, authorized, but held by voting trustees, $650,000 (see opening paragraph).

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $500,000; dated 1899, due 1949; denom. $1,000.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Total receipts.....	$14,772	$22,721	$19,863	$27,692	$47,393
Operating expenses.....	15,265	32,219	20,606	30,434	36,669
Earnings from operation.	*507	*9,498	*743	*2,742	10,724

*Deficit.

Plant and Equipment.—Miles of track (electric), 16; gauge, 4 ft. 8½ in.; 70 lb. T and girder rail; 12 motor cars; 1,000 H. P. station plant, McIntosh & Seymour engines, Sterling boilers, 3 Crocker-Wheeler dynamos, 600 K. W. Gen. Elec. motors, Jackson & Sharp cars, Peckham trucks.

Officers.—Pres. & Pur. Agt. W. C. Giles, V. Pres. D. W. Coon, Sec. John H. Coon, Jr., Treas. John H. Coon, Supt. L. Wheeler.

General Office, 33 Wall St., N. Y. City.

Power Station, Rutherford, N. J.

Reference. - Receivership, Vol. XIV, Feb. '98, p. 84.

Date of information, Feb., 1902. b

RUTLAND, VT.

Population in 1880, 7,502, in 1890, 8,239, in 1900, 11,499.

Rutland Street Railway Co.—Chartered 1885. Annual meeting third Wednesday in July.

CAPITAL STOCK.—Common stock, authorized, $1,000,000, issued, $700,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds. $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric) 10; gauge, 4 ft. 8½ in.; 62 lb. T rail; 11 motor cars and 2 trail cars; West. motors, Brill and Stephenson cars; rent power.

OFFICERS.—Pres. Leroy W. Baldwin, V. Pres. P. M. Mowrey, Sec. & Treas. Charles H. West, Gen. Man. & Pur. Agt. David Fox, Jr., Supt. Guy L. Fairbrother.

GENERAL OFFICE, Rutland, Vt.

Date of information, Mar., 1902. z

SACO, ME.

Population in 1880, 6,389, in 1890, 6,075; in 1900 (local estimates) 7,200.

Saco Valley Electric Railroad.—This company is a reorganization of the Saco River Electric R. R. Co. Full rights and franchises have been granted, and negotiations for financing and constructing the road are under way. F. A. Hobart is now in control.

CAPITAL STOCK, authorized, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $300,000; coupon but may be registered; int. payable at office of Massachusetts Loan & Trust Co., Boston, Mass., trustee of mortgage.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 56 lb. rail; 20 cars, of which 18 are motor cars and 2 trail cars.

OFFICERS.—Pres. E. E. Abercrombie, Boston, Mass.; V. Pres. W. J. Mayberry, Saco, Me.; Sec. A. E. Haley, Saco, Me.; Treas. F. A. Hobart, Boston, Mass.; Elec. Engr. R. W. Libby, Saco, Me.

DIRECTORS.—E. E. Abercrombie, W. J. Mayberry, W. A. McNealy, W. O. Faxon, F. A. Hobart.

GENERAL OFFICE, 439 Tremont Building, Boston, Mass.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

SACRAMENTO, CAL.

Population in 1880, 21,420, in 1890, 26,386, in 1900, 29,282.

Sacramento Electric, Gas & Railway Co.—Chartered Apr. 4, 1896, as a consolidation of the Sacramento Electric Power & Light Co., and the Folsom Water Power Co. Annual meeting fourth Thursday in Jan. This company also owns the capital stock of the Capital Gas Co.

CAPITAL STOCK, authorized and issued, $2,500,000; outstanding Jan. 31, 1901, $1,850,600; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,835,000; in escrew to retire prior lien, $265,000; in treasury for improvements, $400,000; coupon, but may be registered; dated Nov. 1, 1897, due 1927; denom. $1,000; int. payable at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage, or at office of Union Trust Co. of New York.

FRANCHISES.—Municipal franchises will expire Oct. 6, 1942.

OPERATION.—Includes the operation of the electric lighting and power plants for the years ending Jan. 31,

	1899.	1900.	1901.	1902.
Gross receipts	$219,589	$333,820	$376,970	$419,781
Op. exp. including taxes	174,567	158,925	173,398	195,266
Earnings from operation	105,022	174,895	203,572	224,515
Deductions from earnings.				
Interest on bonds	110,115	110,115	107,186	113,541
Net income	*5,093	64,780	96,386	110,974
Dividends (monthly, begining Jan. 1, 1901), 1½ p. c.			2,776	36,104
To surplus account	*5,093	64,782	†90,404	74,870
Total surplus account	*21,743	†35,137	125,541	190,809

*Deficit.

†After charging off $7,900 to account of profit and loss; in 1900 and $3,206 in 1901.

BALANCE SHEET.—Dated Jan. 31,

ASSETS.	1900.	1901.	1902.
Cost of properties and equipment	$2,897,727		
Water rights and rights of way		$ 668,360	$ 668,360
Real estate and hydraulic works		1,330,698	1,340,166
Generating and transmitting system.		389,315	404,074
Distributing system (Sacramento)		369,677	379,811
Railway system		878,694	902,131
Stock returned to treasury		649,400	711,500
Cost of franchises and licenses	19,450	19,450	19,450
Stock and bonds of other companies.	266,186	427,625	372,792
Bills and accounts receivable	36,522	36,459	25,455
Cash	13,775	21,209	27,701
Contingent fund	1,700		
Material and supplies	13,527	14,304	22,692
Total	$3,248,887	$4,805,191	$4,874,133
LIABILITIES.			
Capital stock	$1,020,050	$2,500,000	$2,500,000
Funded debt	2,100,000	2,100,000	2,100,000
Bills and accounts payable	67,954	54,863	58,536
Accrued interest	24,746	24,787	24,788
Profit and loss (surplus)	35,137	125,541	190,809
Total	$3,248,887	$4,805,191	$4,874,133

NOTE.—The company operates its entire plant by water power at Folsom 24 miles from Sacramento and has a contract for supplementary power, when required, with the Yuba Electric Power Co. to the extent of 5000 H. P.

PLANT AND EQUIPMENT.—Miles of track (electric), 24.5, gauge, 4 ft. 8½ in.; 56 lb. combination rail; 40 motor cars; 5000 H. P. of station plant, (auxiliary); Gen. Elec. dynamos, Gen. Elec. and Sprague motors; various cars, Brill trucks; water power.

OFFICERS.—Pres. Thomas Addison, V. Pres. Alex McCallum, Sec. & Treas. Albert Gallatin, Jr., Gen. Man. Albert Gallatin, Supt. F. A. Ross, Pur. Agt. W. L. Rennie, Elecn. & Ch. Engr. of Power Station C. W. Hutton, Ch. Engr. C. L. Knight.

DIRECTORS.—Albert Gallatin, Thomas Addison, Chas. R. Lloyd, Alex McCallum, J. B. Wright.

GENERAL OFFICE, 6th and H Sts., Sacramento, Cal. San Francisco office, Claus Spreckels Bldg.

Date of information, Mar., 1902. x z

SAGINAW, MICH.

Population in 1880, 10,525, in 1890, 46,332, in 1900, 42,345.

Saginaw Valley Traction Co.—This is a consolidation in 1899, of the Union Street Ry. Co., the Saginaw Consolidated Street Ry. Co., and the Inter-Urban Ry., to Bay City, being all the street railway companies in operation in the city and suburbs of Saginaw, Mich. The company commenced business Jan. 10, 1899.

CAPITAL STOCK, $1,100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized $850,000, issued, $800,000; int. payable at the office of the Boston Safe Deposit & Trust Co., trustee of mortgage. It is understood these bonds were issued for the purpose of retiring all the bonds of the constituent companies.

PLANT AND EQUIPMENT.—Miles of track (electric), 35; gauge 4 ft. 8½ in.; 52 motor cars; Hamilton-Corliss engines, Gen. Elec. and West dynamos and motors.

OFFICERS.—Pres. Homer Loring, Sec. Chas. S. Smith, Treas. F. D. Ewen, Gen. Man. P. P. Crafts.

EXECUTIVE COMMITTEE OF BOARD OF DIRECTORS.—Thos. A. Harvey (Chairman), Geo. B. Morley, G. M. Stark.

REFERENCE.—Park, Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1902. z

For map of road see page 249..

Saginaw Suburban Railway Co.—Chartered Mar. 8, 1898, for 30 years. Annual meeting fourth Tuesday in Mar. This company is constructing an electric railway from Flint to Bay City, via Saginaw, about 50 miles.

CAPITAL STOCK, authorized, $500,000, issued, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $800,000, issued, $118,000, in treasury, $682,000; dated Oct. 1, 1900, due 1925; denom. $1,000; coupon but may be registered; not subject to call; sinking fund of 10 p. c. of net earnings, begining Oct., 1903; int. payable Apr. and Oct., at office of New York Security & Trust Co., trustee.

OFFICERS.—Pres. & Gen. Man. George Silsby, V. Pres. Ode A. Russ, Sec. Edward D. Black, Treas. A. G. Bishop.

DIRECTORS.—George Silsby, Saginaw, Mich.; Ode A. Russ, E. D. Black, A. G. Bishop, D. D. Aitken, Flint, Mich.

GENERAL OFFICE, Bearinger Bldg., Saginaw, Mich.

Date of information, Mar., 1902. z

ST. CATHARINES, ONT.

Population in 1902, 12,000.

Niagara, St. Catharines & Toronto Railway Co.—This company owns franchises which gives it the privilege of operating between Hamilton and St. Catharines. The company also operates the Port Dalhousie, St. Catharines & Thorold Electric Street Ry., and a baot line from Port Dalhousie to Toronto, thus connecting Buffalo and Toronto by electric railway and boat, and owns and operates the Niagara Falls, Wesley Park & Clifton Tramway, and the St. Catharines, Merritton & Thorold Ry., Ltd. The road also carries freight.

PLANT AND EQUIPMENT.—Miles of track (electric), 28; 30 cars; 1 elec. loco.; 15 freight cars.

OFFICERS.—Pres. J. W. Herbert, Helmetta, N. J.; Sec. & Treas. Amelius, Jarvis, Toronto, Ont.; Gen. Man. & Pur. Agt. E. F. Seixas, Gen. Pass. Agt. C. M. Neelan, Supt. & Gen. Frt. Agt. W. N. Warburton, St. Catharines.

GENERAL OFFICE, St. Catharines, Ont.

REFERENCE.—Description of road, Vol. XVIII, Sept. 7, '01, p. 284 (ill.).

Date of information, Mar., 1902. z

Port Dalhousie, St. Catharines & Thorold Electric Street Railway Co., Ltd.—This road is operated by the Niagara Falls, St. Catharines & Toronto Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 13 cars.

OFFICERS.—Pres. Z. A. Lash, Sec. A. Jarvis, Treas. A. B. Colvin, Man. E. F. Seixas.

GENERAL OFFICE, St. Catharines, Ont.

POWER STATION, Merritton, Ont.

Date of information, Mar., 1902. z

ST. CLOUD, MINN.

Population in 1880, 2,462, in 1890, 7,686, in 1900 (estimated), 10,000.

Benton Power & Traction Co.—This company is the successor by purchase of the St. Cloud City Street Car Co., and is now operating St. Cloud & Sauk Rapids Electric Rys. In Feb., 1901, E. E. Clark was appointed receiver after foreclosure proceedings.

CAPITAL STOCK, $50,000.

FUNDED DEBT, $18,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.33; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Gen. Elec. dynamos and motors, St. Louis cars.

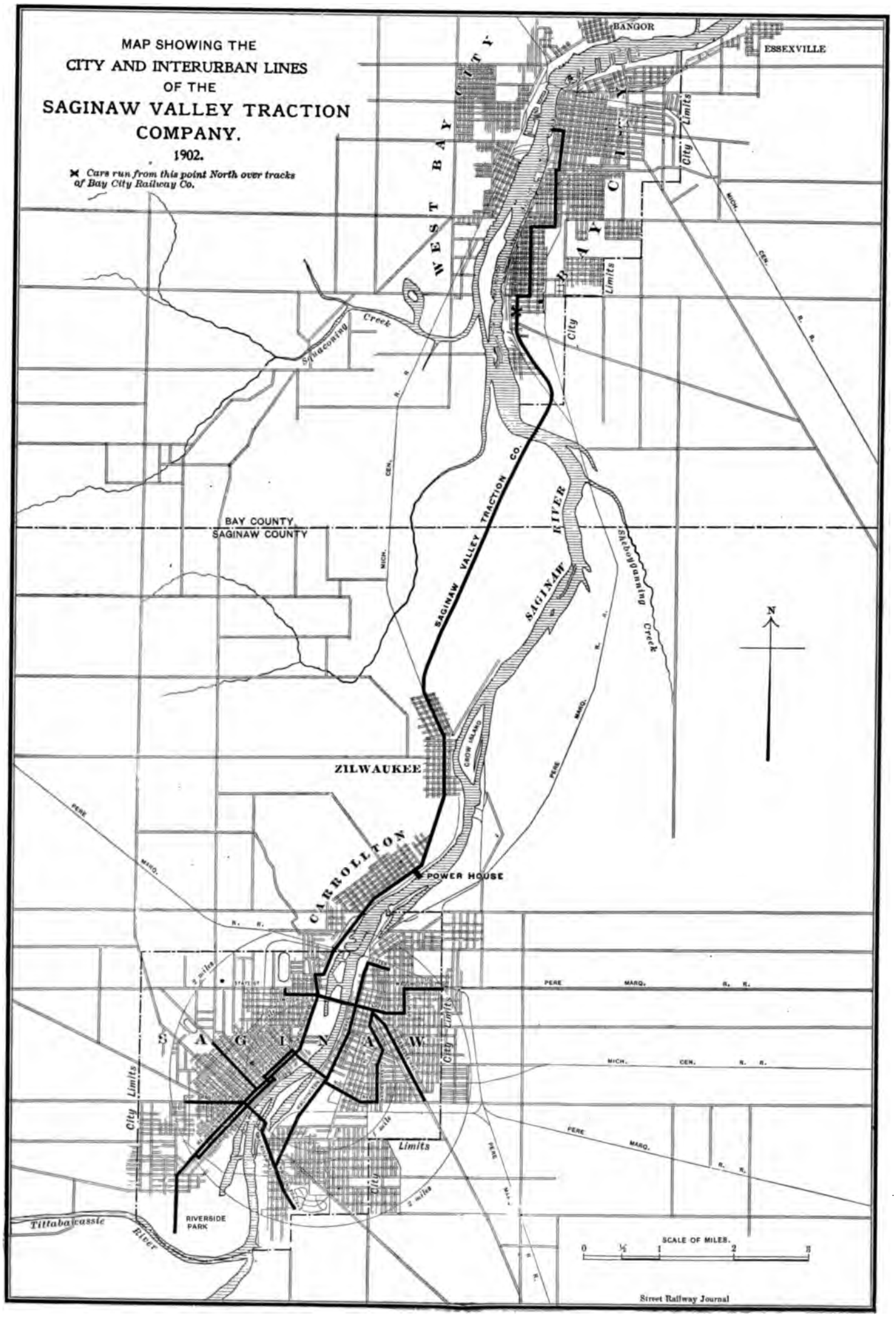
OFFICERS.—Receiver E. E. Clark, Pres. C. M. Hertig, Treas. & Supt. E. E. Clark, Elecn. F. B. Daten.

Date of information, Jan., 1902. z

ST. JOHNS, MICH.

Population in 1900, 3,388.

Crystal Lake Railway Co.—This road is now under construction.


MAP SHOWING THE
CITY AND INTERURBAN LINES
OF THE
SAGINAW VALLEY TRACTION
COMPANY.
1902.
✖ Cars run from this point North over tracks of Bay City Railway Co.
BANGOR
ESSEXVILLE
WEST BAY CITY
BAY CITY
City Limits
MICH. CEN. R. R.
Saginaw Creek
BAY COUNTY
SAGINAW COUNTY
SAGINAW VALLEY TRACTION CO.
SAGINAW RIVER
Shiawassee River
ZILWAUKEE
CROW ISLAND
PERE MARQ.
CARROLLTON
POWER HOUSE
5 miles
SAGINAW
RIVERSIDE PARK
Tittabawassie River
2 miles
N
SCALE OF MILES.
0 ½ 1 2 3
Street Railway Journal

Plant and Equipment.—Miles of track, 20; 51 cars. Power will be rented from Lansing, St. Johns & St. Louis R. R. Co.

Officers.—Pres. E. P. Waldron, V. Pres. D. S. French, Chi. Exec. Com. F. C. Norris, Sec. Thos. Bromley, Jr.

Date of information, Jan., 1902. d

ST. JOHN'S, N. B.

Population in 1881, 26,127, in 1891, 24,184, in 1901 (local estimates), 45,000.

The Saint John's Railway Co.—This company owns and operates the street railway, gas works and electric lighting plant of St. John's.

Capital Stock, authorized and paid in, $500,000.

Funded Debt, $675,000.

Plant and Equipment.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 74 lb. special T rail; 22 motor cars; West. dynamos and motors.

Officers—Pres. James Ross, V. Pres. J. M. Robinson, Sec. & Man. M. Neilson, Elecn. H. A. Brown, Ch. Engr. of Power Station Thomas Irwin.

Reference.—Description of road, Vol. XVII, Jan. 5, '01, p. 63 (ill.).

Date of information, Jan., 1902. z

ST. JOHNSBURY, VT.

Population in 1880, 3,360, in 1890, 3,857, in 1900 population served 14,000.

St. Johnsbury Street Railroad Co.—Chartered in 1896 for 5 years. Municipal franchises granted in 1898 for 30 years.

Capital Stock, authorized, $150,000.

Funded Debt.—5 p. c. gold coupon bonds, authorized, $150,000, issued, $120,000.

Contemplated Plant and Equipment.—Miles of track, 12; gauge, 4 ft. 8½ in.

Officers.—Pres. F. C. Kennedy, Sec. Arthur F. Stone, Treas. John J. Flynn, Ch. Engr. J. M. Perham.

Directors.—F. C. Kennedy, J. J. Flynn, A. O. Humphrey, Burlington, Vt.; T. C. Fletcher, H. N. Turner, St. Johnsbury,

General Office, St. Johnsbury, Vt.

Date of information, Dec., 1901. d

Bellows Falls & Saxton's River Electric Railroad Co.—This company has constructed by contract an electric railway from Bellows Falls to Saxton's River.

Plant and Equipment.—Miles of track (electric), 6; gauge, 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars; water power with auxiliary steam plant.

Officers.—Pres. D. A. Blakeslee, New Haven, Conn.; V. Pres. & Gen. Man. J. H. Holton, Bellows Falls, Vt.; Treas. S. C. Morehouse, New Haven, Conn.

General Office, Bellows Falls, Vt.

Date of information, Mar., 1902. z

ST. JOSEPH, MICH.

Population in 1880, 2,603, in 1890, 3,733, in 1900, 5,155.

St. Joseph & Benton Harbor Street Railway Co.—Chartered 1884. This company is the successor to the St. Joseph & Benton Harbor Electric Ry. & Light Co.

Capital Stock, $100,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; dated July 1, 1893, due 1912; int. payable Jan. and July, at office of Illinois Trust & Savings Bank, of Chicago, Ill., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 52 lb. T and girder rail; 30 cars; 750 H. P. station plant; Williams engines, Gen. Elec. dynamos and motors, Brill cars.

Officers.—Pres. Gen. Man. & Pur. Agt. W. Worth Bean, Sec. & Treas. W. H. Hull, Supt. H. C. Mason, Ch. Engr. & Ch. Engr. of Power Station M. E. Leighton, Elecn. A. L. Ide

Directors.—W. W. Bean, E. Brant, W. H. Hull, H. C. Mason, G. M. Bell.

General Office, St. Joseph, Mich.

Reference.—Pleasure park, Vol. XIII, May, '97, p. 290.

Date of information, Dec., 1901. d

ST. JOSEPH, MO.

Population in 1880, 32,431, in 1890, 52,324, in 1900, 102,979.

St. Joseph Railway, Light, Heat & Power Co.—Chartered Nov. 8, 1895, as a successor to the St. Joseph Traction & Lighting Co., which was sold under foreclosure of mortgage on Oct. 7, 1895. The company also operates an electric lighting and steam heating plant.

Capital Stock.—Common stock, authorized and issued, $2,000,000; par value, $100 per share.

Preferred stock, authorized and issued, $1,500,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 40; gauge, 4 ft. 8½ in.; 40 lb. to 90 lb. T and girder rail; 3 horses, 150 cars, of which 95 are motor cars and 45 trail cars; A. & S. and Williams 2,400 H. P. engines, Gen. Elec. and West. dynamos and motors, Brill, Gilbert. St. Louis and Stephenson cars.

Officers.—Pres. & Gen. Man. W. T. Van Brunt, Sec. & Treas. Chas. C. Tegethoff, Supt. J. H. Van Brunt, Ch. Engr. of Power Station Chas. Montgomery.

General Office, St. Joseph, Mo.; New York office, 120 Broadway.

References.—Financial standing, Vol. IX, July, '93, p. 419; increase of bonds, Vol. IX, Aug., '93, p. 556; notes from the field, Vol. XVI, June 2, '00, p. 536; description of track, Vol. XVII, Jan. 5, '01, p. 54.

Date of information, Jan., 1902. z

ST. LOUIS, MO.

Population in 1880, 350,518, in 1890, 451,770, in 1900, 575,238. The population of Carondelet township in 1880 was 5,691, and in 1890, 6,180. The total present population of the city and suburbs is approximately 750,000 by municipal census.

United Railways Co. of St. Louis is a corporation chartered by the state of Missouri March 11, 1898. The city of St. Louis, by ordinance No. 19,352, passed on the 12th day of Apr., 1898, authorized it to build 79.50 miles of street railroad on several of the most important streets, and gave it the further authority to acquire by lease or purchase any other street railroad in that city. This franchise runs for fifty years from the date of its passage. This company has acquired all the operating street railways in St. Louis except the St. Louis & Suburban system.

The companies absorbed and the amount of the stock of each which was acquired are here given:

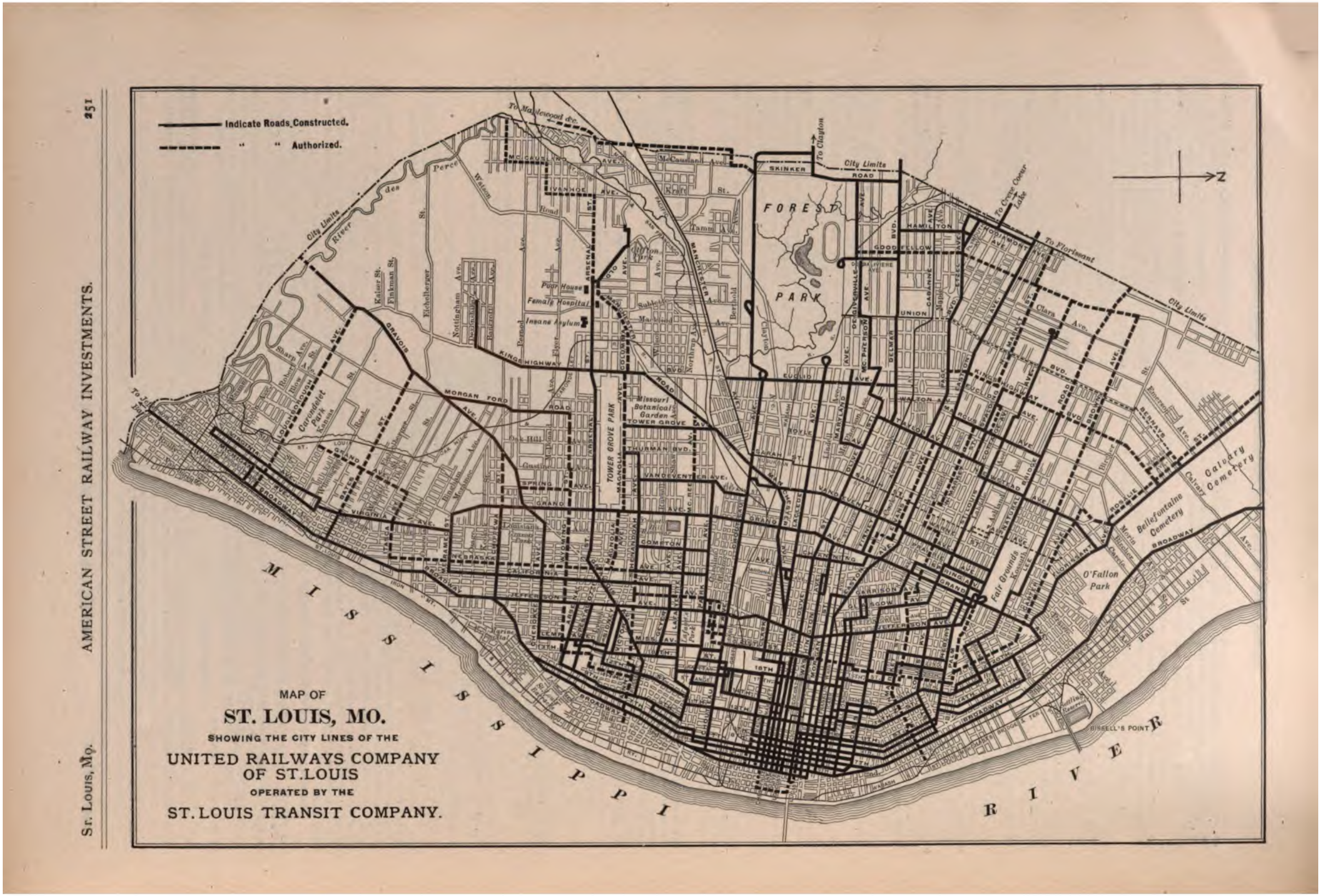
	Shares Issued.	Shares Acquired.
Baden & St. Louis R. R. Co.	1,000	1,000
Benton-Bellefontaine Ry. Co.	3,240	3,240
Mound City Street Ry. Co.	5,250	5,250
Jefferson Avenue Railroad Co.	4,000	4,000
Lindell Railway Co.	100,000	99,994
Missouri Railroad Co.	22,986	22,986
National Railway Co.	25,000	25,000
St. Louis Traction Co.	20	20
Southern Electric R. R. Co., preferred.	10,000	10,000
Southern Electric R. R. Co., common.	5,000	5,000
Union Depot Railroad Co.	30,000	30,000
Compton Heights, Union Depot & Merchant's Terminal R. R. Co	10,000	10,000
Clayton & Forest Park Railway Co.	661	634
Delmar Avenue & Clayton Railway Co.	50	50
Midland Street Railway Co	2,000	2,000
St. Louis Cross County Railroad Co.	1,000	1,000
St. Louis, Clayton & Creve Coeur Lake R. R. Co.	120	120
St. Louis County Street Railway Co.	467	467
Taylor Avenue Railway Co	5,000	5,000
Vandeventer Avenue Railroad Co.	200	200
Forest Park, Laclede & Fourth Street Ry. Co.	937	937
Cass Avenue & Fair Grounds Ry. Co.	40,000	40,000
Citizen's Railway Co.	10,000	9,997
Northern Central Ry. Co	2,000	2,000
Union Railroad Co	12,000	12,000
Grand Avenue Railway Co.	100	100
St. Louis Railroad Co.	19,387	19,309
Southwestern Ry. Co.	30	30
Kingshighway R. R. Co.	20	20
Total.	301,468	301,354

Capital Stock.—Common, authorized, $25,000,000, issued, $17,261,300, held in treasury, $7,652,500 (see Note).

Preferred, authorized, $20,000,000, issued, $15,149,900, held in treasury, $4,850,100 (see Note).

Funded Debt.—General first mortgage 4 p. c. bonds, authorized, $45,000,000, issued, $28,292,000, held in escrow, $13,708,000, held in treasury, $3,000,000 (see Note); dated Sept. 20, 1899, due July 1, 1934; int. payable Jan. and July, at its office or agency in the city of New York (See report of St. Louis Transit Co.).

Note.—The amounts given as issued for common and preferred stocks and general mortgage bonds were paid to the stockholders of the several constituent companies. The $13,708,000 of general mortgage bonds are held to retire at maturity the underlying liens of the several companies. $7,738,700 of common stock, $4,850,100 of preferred stock, given as held in treasury, are reserved for future acquirements, betterments and improvements, and $3,000,000 of bonds held in treasury are reserved for the special purpose of acquiring, whenever it may be thought desirable, the properties of the St. Louis & Suburban system.


Indicate Roads Constructed.
" " Authorized.
MAP OF
ST. LOUIS, MO.
SHOWING THE CITY LINES OF THE
UNITED RAILWAYS COMPANY
OF ST. LOUIS
OPERATED BY THE
ST. LOUIS TRANSIT COMPANY.
MISSISSIPPI RIVER
FOREST PARK
City Limits
To Florissant
To Clayton
To Maplewood &c.
To Creve Coeur Lake
Missouri Botanical Garden
Tower Grove Park
Fair Grounds
O'Fallon Park
Bellefontaine Cemetery
Calvary Cemetery
Kings Highway
Gravois
Morgan Ford Road
Broadway
Grand Ave.
Jefferson Ave.
Vandeventer Ave.
Delmar Blvd.
Union Blvd.
Natural Bridge Road
Easton Ave.
Market St.
Olive St.
Lindell Blvd.
Forest Park Blvd.
Hamilton Ave.
Skinker Road
Clara Ave.
Bissell's Point
Carondelet Park
Kansas
Arsenal St.
Manchester Ave.
Poor House
Female Hospital
Insane Asylum
Missouri Pacific R.R.
Wabash R.R.
Iron Mt. R.R.
St. Louis, Mo.

BOND ISSUES OF CONSTITUENT COMPANIES.

Total, $13,688,000.

JEFFERSON AVENUE SYSTEM.

Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds, authorized, $400,000, issued, $277,000; dated, 1895, due 1905; int. payable May and Nov.

LINDELL SYSTEM:

Lindell Railway Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $1,500,000; dated Aug. 1, 1891, due 1911; denom. $1,000; int. payable Feb. and Aug., in New York and St. Louis; trustee of mortgage, Mercantile Trust Co., of New York.

Compton Heights, Union Depot & Merchants' Terminal Railroad Co.'s first mortgage 6 p. c. gold coupon bonds, authorized and issued, $1,000,000; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, or St. Louis Trust Co., of St. Louis, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

Taylor Avenue Railway Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered; dated July 1, 1893, due 1913; denom. $1,000; int. payable Jan. and July. These bonds are guaranteed, principal and interest, by the Lindell Ry. Co.

MISSOURI SYSTEM.

Missouri Railroad Co.'s first mortgage 5 p. c. bonds, authorized $1,000,000, issued, $700,000; coupon, but may be registered; dated 1896, due 1906, with privilege of redemption after 1901 upon payment of 5 p. c. premium; denom. $1,000; int. payable Mar. and Sept.

NATIONAL SYSTEM.

St. Louis Railroad Co.'s first mortgage 5 p. c. coupon bonds, authorized. $2,000,000, issued, $1,948,000; dated May 1, 1890, due 1900–1910 at company's option; denom. $1,000; int. payable May and Nov.

Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. gold bonds, $250,000; dated July 1, 1893, due 1913; int. payable Jan. and July; trustee of mortgage, Northern Trust Co. of Chicago.

Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,813,000; coupon, but may be registered; dated 1892, due 1912; denom. $1,000, subject to call at 102 on July 1st of any year, sinking fund of $10,000 per annum; int. payable Jan. and July, at office of Northern Trust Co., of Chicago, Ill., trustee of mortgage. These bonds are guaranteed by the National Ry. Co.

Citizens' Railway Co.'s first mortgage 6 p. c. coupon bonds, issued, $1,500,000; dated 1887, due 1907; denom. $1,000; int. payable Jan. and July, at office of National Bank of Commerce, of New York; trustees of mortgage, Rufus J. Lackland and Thos. E. Tutt.

SOUTHERN ELECTRIC SYSTEM.

Southern Railway Co.'s first mortgage 6 p. c. bonds, authorized, $200,000; issued, $164,000; dated 1884, due 1904; int. payable May and Nov.; trustee of mortgage, Charles F. Herman, of St. Louis, Mo.

Southern Railway Co.'s consolidated mortgage 6 p. c. bonds, authorized, $500,000, issued, $336,000; in escrow, to retire first mortgage bonds, $164,000; coupon, but may be registered; dated 1890, due 1915; denom. $1,000; int. payable May and Nov.; trustee of mortgage, Fidelity Trust & Safety Vault Co., of Louisville, Ky.

Southern Electric R. R. Co.'s mortgage of 1896 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Aug. 1, 1896, due 1916; denom. $1,000; int. payable Feb. and Aug., at office of Fidelity Trust & Safety Vault Co., Louisville, Ky., and Mississippi Valley Trust Co., St. Louis, Mo., trustees of mortgage.

UNION DEPOT SYSTEM.

Consolidated mortgage 6 p. c. gold bonds, authorized and issued, $3,500,000; coupon, but may be registered; dated June 1, 1893, due 1918; denom. $1,000; int. payable June and Dec., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

FUNDED INDEBTEDNESS OF UNITED RAILWAYS COMPANY OF ST. LOUIS, AND ITS CONSTITUENT COMPANIES.

	AMOUNT.	WHEN DUE.
United Railways Co.'s first mortgage 4 p. c. gold bonds	$28,292,000	July 1, 1934.
CONSTITUENT COMPANIES.		
Baden & St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	250,000	July 1, 1913.
Cass Avenue & Fair Grounds Railway Co.'s first mortgage 5 p. c. bonds	1,813,000	July 1, 1912.
Citizen's Railway Co.'s first mortgage 6 p. c. bonds	1,500,000	July 1, 1907.
Compton Heights, Union Depot & Merchant's Terminal Railroad Co.'s first mortgage 6 p. c. bonds	1,000,000	July 1, 1913.
Jefferson Avenue Railroad Co.'s first mortgage 5 p. c. bonds	277,000	Nov. 2, 1905.
Lindell Railway Co.'s first mortgage 5 p. c. bonds	1,500,000	Aug. 1, 1911.
Missouri Railroad Co.'s first mortgage 5 p. c. bonds	700,000	Mar. 1, 1906.
St. Louis Railroad Co.'s first mortgage 5 p. c. bonds	1,948,000	May 1, 1910,
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	164,000	May 1, 1904.
Southern Railway Co.'s (subsequently acquired by Southern Electric Railroad Co.) first mortgage 6 p.c. bonds	336,000	May 1, 1915.
Southern Electric Railroad Co,'s first mortgage 5 p. c. bonds	200,000	Aug. 1, 1916.
Taylor Avenue Railway Co.'s first mortgage 6 p. c. bonds	500,000	July 1, 1913.
Union Depot Railroad Co.'s first mortgage 6 p. c. bonds of 1893	3,500,000	June 1, 1918.
Total funded indebtedness of the constituent companies..	$13,688,000	
Total funded indebtedness of the United Railways Co.'s..	$41,980,000	

PLANT AND EQUIPMENT CONTROLLED—ALL ELECTRIC.

Central Traction	14.43
Jefferson Avenue Railroad Co.	6.41
Lindell Railway system	77.63
County roads	43.74
Missouri Railroad system	27.62
National Railway system	81.62
St. Louis Traction system (People's)	10.27
Southern Electric R. R. system	23.29
Union Depot R. R. system	76.69
Total in operation	361.70

Officers.—Pres. Murray Carleton, V. Pres. Corwin H. Spencer, Sec. & Treas. James Adkins, Audr. Frank R. Henry.

Directors.—Patrick Calhoun, C. D. McLure, Murray Carleton, W. H. Thompson, H. S. Priest, C. H. Spencer, F. E. Marshall, A. D. Brown, James Campbell, Eugene Delano, Geo. H. Frazier.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

References.—Consolidation, Vol. XVI, Apr. 7, '00, p. 386; strike, Vol. XVI, weekly from May 12 to July 21, '00; called off, Sept. 15, '00, p. 863; operating changes, Vol. XVI, Sept. 1, '00, p. 850.

Date of information, Mar., 1902. z

For map of system see page 251.

St. Louis Transit Co.—This company was organized under the laws of Missouri, and has leased all the lines controlled by the United Railways Company of St. Louis, which includes all lines in the city, excepting the St. Louis & Suburban R. R. system. By city ordinance of March 20, 1899, this company was empowered to acquire, lease and operate for 40 years any of the lines which may be acquired by the United Railways Co.

Capital Stock.—$20,000,000 (see Note); par value, $100 per share. This company will guarantee the payment of interest upon all of the bonds of the United Railways Co. and its constituent companies, and also guarantees 5 p. c. upon the United Railways Co.'s preferred stock.

Note.—This stock is to be exchanged share for share for the common stock of the United Railways Co. upon payment by the latter's stockholders of $11 per share, and on Feb. 1, 1902, $17,261,300 had been so exchanged.

Funded Debt.—Collateral trust notes, 5 p. c. gold, authorized, $6,000,000, issued $4,608,000; dated Nov. 1, 1901, due 1904; denom. $1,000; may be redeemed at par any interest date after Nov. 1, 1902; int. payable May and Nov., at office of Mercantile Trust Co., St. Louis, trustee of mortgage.

These notes are secured by general mortgage bonds and preferred stock of the United Railways of St. Louis, taken by the St. Louis Transit Co. in payment for new construction and betterments.

Operation.—St. Louis Transit Co. and constituent companies, year ending Dec. 31,

	1900.	1901.
Receipts from operation	$4,462,991	$5,777,599
" " other sources	6,216	6,313
" total	4,469,207	5,783,912
Operating expenses	3,646,488	3,692,400
Earnings from operation	822,719	2,091,512
Deductions from earnings.		
Interest and dividends	2,264,506	2,617,142
Other deductions	252,606	
Net deficit	1,694,393	525,630
Passengers carried	90,617,371	117,546,811

Officers.—Pres. Murray Carleton, 1st V. Pres. Corwin H. Spencer, 2d V. Pres. A. B. du Pont, Sec. & Treas. James Adkins, Supt. John Grant, Pur. Agt. J. Boyle Price, Ch. Engr. C. A. Moreno, Ch. Audr. Frank R. Henry, Elecn. W. P. Cook, Mast. Mech. Lee Messengale.

Directors.—Murray Carleton, W. H. Thompson, A. H. Bauer, Patrick Calhoun, A. D. Brown, James Campbell, Eugene Delano, C. D. McLure, F. E. Marshall, C. H. Spencer, H. S. Priest.

General Office, Vandeventer & Park Aves., St. Louis, Mo.

Power Houses.—Missouri Pacific Tracks & Compton Ave.; Park & Vandeventer Aves.; Missouri & Geyer Aves.; 20th and Ferry Sts.; Spring Ave. & N. Market St.; 4041 S. Broadway; Broadway and Salisbury St., St. Louis, Mo.

Please note date of information at end of each report.

References.—Description of power houses, Vol. XVII, Feb. 2, '01; p. 152; description of road, Vol. XVIII, July 6, '01, p. 2 (ill.); fire, Vol. XVIII, July 20, '01, p. 78 (ill.); description of track, Vol. XVIII, Dec. 28, '01, p. 896 (ill.).

Date of information, Mar., 1902. z

For map of system see page 251.

St. Louis & East St. Louis Electric Railway Co.—Chartered July, 1889. This road with other street railway properties of East St. Louis has been purchased by the Clark Bros., Philadelphia. These holdings at present amount to about 125 miles of track. It is expected that this and the East St. Louis Electric road will soon be united.

Capital Stock, authorized and issued, $250,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $75,000; dated Jan. 1, 1890, due 1905; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 2; gauge, 4 ft. 10 in.; 48 lb. and 56 lb. girder rail; 10 motor cars; Ide engines, Gen. Elec. dynamos and motors, St. Louis and Brownell cars, St. Louis and Bemis trucks.

Officers.—Pres. D. R. Powell, V. Pres. C. C. Carroll, Sec. D. T. Breck, Asst. Supt. & Elecn. W. H. Williams.

General Office, 115 N. 3d St., St. Louis, Mo.

References.—Increase of stock, Vol. IX, June, '93, p. 418; July, '93, p. 443; description of road, Vol. XI, June, '95, p. 348 (ill.).

Date of information, Mar., 1902. x z

St. Louis & Suburban Railway Co.—Chartered 1890. This company purchased the property and franchises of the St. Louis Cable & Western Ry. Co. under foreclosure of mortgage, June 10, 1890.

Capital Stock, authorized, $3,000,000, issued, $2,500,000, unissued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, $2,000,000, issued, $1,400,000, in escrow, $600,000; dated Feb. 1, 1891, due 1921; denom. $1,000; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

5 p. c. income bonds, authorized, $2,000,000, issued, $300,000; dated 1891.

St. Louis Cable & Western Ry. Co.'s first mortgage 6 p. c. bonds, $600,000; dated 1884, due 1914; int. payable Mar. and Nov., at office of Farmers' Loan & Trust Co., of New York.

Operation.

Year ending	No. of trips.	Passengers carried.
Dec. 31, 1886	141,134	3,505,997
" 1890	105,084	4,343,139
" 1895	105,806	7,803,746
" 1896		9,892,652
" 1897		11,205,233
" 1898	168,924	13,275,012
" 1899		14,090,201
" 1900		18,641,134
" 1901		17,869,267

Plant and Equipment.—Miles of track (electric), 38.104, on private right of way, 21.081; gauge, 4 ft. 10 in.; 35 lb. to 69 lb. T and girder rail; 80 motor cars, 180 motors; 2,250 H. P. Hamilton-Corliss engines, 1,700 H. P. Gen. Elec. dynamos, 1,500 H. P. boilers, St. Louis and Brownell cars, St. Louis trucks.

Officers.—Pres. C, H. Turner, V. Pres. S. M. Kennard, Sec. & Treas. T. C. Kimber, Gen. Man. T. M. Jenkins.

Directors.—Chas. H. Turner, S. M. Kennard, James Green, Ellis Wainwright, C. H. Sampson, H. Nicolaus, C. Marquand Foster, T. M. Jenkins, Jas. P. Dawson.

General Office, De Hodiamont, St. Louis, Mo.

References.—Description of road, Vol. VIII, July, '92, p. 395 (ill.); fire in car house, Vol. VIII, July, '92, p. 404 (ill.); operating detail, improvements, Vol. IX, Feb., '93, p. 95; postal service, Vol. IX. Jan., '93, p. 29; description of road, Vol. XII, Oct., '96, p. 578 (ill.), ST. LOUIS CABLE & WESTERN RAILWAY CO.—Vol. VI, Feb., '90, p. 56 (ill.); description of power plant, Vol. VI, Feb., '90, p. 44 (ill.); description of road, Vol. XI, June, '95, p. 348 (ill.); enlarging power plant, Vol. XVIII, July 6, '01, p. 11 (ill.).

Date of information, Mar., 1902. z

St. Louis & Meramec River Railroad Co.—Chartered 1894.

Capital Stock, $1,000,000, in treasury of St. Louis & Suburban Ry. Co.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $1,000.000; coupon, but may be registered; dated May 8, 1896, due 1916; denom. $1,000, int. payable May and Nov., at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

Consolidated mortgage bonds, authorized, $2,000,000, issued, none; dated 1898,

Note.—These bonds are guaranteed, principal and interest, by the St. Louis & Suburban Ry. Co.

Plant and Equipment.—Miles of track (electric), 31.44, private right of way, 7.79; 70 lb. girder rail; 40 motor cars.

Officers.—Pres. C. H. Turner, Sec. & Treas. T. C. Kimber, Gen. Man. T M. Jenkins.

Directors.—Charles H. Turner, Samuel M. Kennard, James Green, Ellis Wainwright, H. Nicolaus.

General Office, De Hodiamont, St. Louis, Mo.

Date of information, Mar., 1902. z

St. Louis & Kirkwood Railroad Co.—Chartered 1893. In July, 1897 this company passed to the control of the St. Louis & Suburban Ry. Co.

Capital Stock, authorized and issued, $300,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $400,000, none issued Mar., 1901; dated 1895, due 1915; int. payable Jan. and July; trustee of mortgage, St. Louis Trust Co.

Plant and Equipment.—Miles of track (electric), 13.42, private right of way, 7.1; guage, 4 ft. 10 in.; 60 lb. T and girder rail; 10 motor cars; Southwark engines, West. dynamos and motors, American cars.

Officers.—Pres. C. Hunt Turner, Treas. T. C. Kimber.

Date of information, Mar., 1902. z

Brentwood, Clayton & St. Louis Railroad Co.—The capital stock of this company is owned by the St. Louis & Suburban Ry. Co., and the road is operated as part of that system.

Plant and Equipment.—Miles of track (electric), total, 12.50, on private right of way, 10.39; gauge, 4 ft. 10 in.; 80 lb. T rail.

Officers.—Pres. C. Hunt Turner, Sec. & Treas. T. C. Kimber, Gen. Man. T. M. Jenkins.

General Office, De Hodiamont, St. Louis, Mo.

Date of information, Mar., 1902. z

St. Louis, St. Charles & Western Railroad Co.—This road began operation in 1899.

Capital Stock, authorized and paid in, $600,000. No bonds.

Funded Debt.—5 p. c. 30 year gold bonds, authorized, $600,000.

Plant and Equipment.—Miles of track (electric), 19.75; 60 lb. T and 60 and 70 lb. girder rail; 16 cars; Gen. Elec. motors, American cars.

Officers.—Pres. & Treas. J. B. C. Lucas, V. Pres. J. J. Broderick, Sec. & Man. J. D. Houseman.

General Office, Wellston, St. Louis Co.

Reference.—Telephone connection to cars, Vol. XVII, Jan. 5, '01, p. 78 (ill).

Date of information, Mar., 1902. z

ST. THOMAS, CAN.

Population in 1891, 10,370, in 1899, 13,000.

St. Thomas Street Railroad Co.—Chartered in 1878 for 50 years. Municipal franchise granted in 1878. Annual meeting in Mar. This company leases and operates Pinafore Lake Park of 80 acres.

CAPITAL STOCK, $250,000.

FUNDED DEBT.—Debenture 4 p. c. gold bonds, authorized and issued, $50,000; dated Feb. 1898, due 1920; denom. $500. These bonds are guaranteed by the city of St. Thomas.

PLANT AND EQUIPMENT.—Miles of track (electric), 7; gauge, 4 ft. 8½ in.; 65 lb. rail; 12 cars, of which 8 are motor cars and 4 trail cars; Robb engines, Canadian Gen. Elec. dynamos and motors, Ottawa cars.

OFFICERS.—Pres. & Pur. Agt. E. H. Caughell, V. Pres. E. A. Marlatt, Sec. & Treas. W. T. Williams, Gen. Man. H. E. Brinker.

DIRECTORS.—E. H. Caughell, A. E. Marlatt, John W. Moyes, W. T. Williams, J. S. Robertson.

GENERAL OFFICE, St. Thomas, Ont.

Date of information, Dec., 1901. d

SALEM, MASS.

Population in 1880, 24,117, in 1890, 30,735, in 1900, 35,956.

Salem & Wakefield Street Railway Co.—Chartered in 1897. This road began operation May 6, 1898. On Dec. 31, 1899, this company consolidated with the Wakefield & Stoneham St. Ry. Co., which, on Mar. 3, 1900, was itself consolidated with the Lynn & Boston R. R. Co. (now the Boston & Northern St. Ry. Co.), the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $75,000.

OPERATION.—	5 months ending Sept. 30, 1898.	Year ending Sept. 30, 1899.	3 months ending Dec. 31, 1899.
Receipts from passengers	$9,570	$10,731	$
" other sources	48	1,419	
" total	9,618	12,150	1,237
Operating expenses	5,022	10,673	2.317
Earnings from operation	4,596	1,477	1,080
Deductions from earnings.			
Interest on floating debt	387	1,886	186
Taxes	942	509	146
Other deductions	1,644	2,494	383
Net income	1,623	*3,413	*1,795
Total surplus account	1,623	*1,789	*3,583

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.36; 7 motor cars.

OFFICERS.—Pres. Elwin C. Foster V. Pres. P. F. Sullivan, Sec. Edwin L. Stone, Treas. Chas. Williams.

DIRECTORS.—Jos. H. Goodspeed, Elwin C. Foster, Patrick F. Sullivan, Chas. Williams, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

Date of information, Jan., 1902. z

SALEM, O.

Population in 1880, 4,041, in 1890, 5,780, in 1900, 7,582.

Salem Electric Railway Co.—Chartered Oct. 2, 1889. In Sept., 1900, the Alliance, Sebring & Salem Electric R. R. Co., a newly organized company, secured an option to purchase this property, but in Feb., 1901, no action had been taken.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, $50,000; dated Jan., 1890, due 1910; int. payable Jan. and July, at office of Savings & Trust Co., of Cleveland, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; gauge, 4 ft. 8½ in.; 45 lb. girder rail; 6 cars, of which 4 are motor cars and 2 trail cars, Gen. Elec. dynamos and motors; rent power.

OFFICERS.—Pres. & Treas. M. Davis, Sec. D. L. Davis, Gen. Man. Ch. Engr. & Elecn. Charles Fifer.

GENERAL OFFICE, 210 E. Main Street, Salem, O.

Date of information, Mar., 1901. z

SALEM, ORE.

Population in 1900, 4,258.

Salem Light & Traction Co.—This company is a successor to the Salem Motor Ry., the Salem Light & Power Co., and the Salem Consolidated Street Ry. Co. In addition to the only railway plant, the company owns the only electric light and power plant in Salem, a 650 H. P. plant. This property was sold at foreclosure sale on Mar. 4, 1901, to the Morton Trust Co., of New York, in the interests of the bondholders.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT, $150,000.

FRANCHISES.—The company owns a perpetual electric light and power franchise and a 50-year railway franchise. The company also has long time contracts with the city of Salem for street lighting, and with the state of Oregon for lighting the Penitentiary, Insane Asylum, Capitol and Blind School.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge. 4 ft. 8½ in.; 40 lb. T rail; 19 cars, of which 15 are motor cars and 4 trail cars; Taylor-Beck, Sioux City-Corliss and West. engines, Gen. Elec. dynamos and motors, Brill, Brownell, Pullman and Stockton rebuilt cars.

LIGHTING PLANT.—240 arc Edison and Schuyler dynamos, 3.600 incandescent Edison and T.-H. lamps, Gen. Elec. alternating current system. The company has recently increased the capacity of its lighting plant by 250 H.P.

OFFICERS.—Pres. E. P. McCornack, V. Pres. F. H. Page, Sec. Gen. Man. Supt. & Pur. Agt. J. L. Lambirth, Treas. First National Bank, Ch. Engr. L. Kibele.

GENERAL OFFICE, Court and Liberty Sts., Salem, Ore.

Date of information, Mar., 1901. d x

SALT LAKE CITY, UTAH.

Population in 1880, 20,768, in 1890, 44,843, in 1900, 53,531.

Consolidated Railway & Power Co.—This company was incorporated in 1901 to take over and consolidate the Salt Lake City R. R. Co., the Salt Lake Rapid Transit Co., the Popperton Place & Fort Douglas Rapid Transit Co. and the East Bench Street Ry. Co.

Capital Stock, authorized, $4,000,000, issued, $3,000,000; par value, $100 per share.

Funded Debt.—Salt Lake City R. R. Co.'s first mortgage gold bonds, authorized, $1,500,000, issued, $840,000; coupon, but may be registered; denom. $1,000; dated Jan. 1, 1893, due 1913; int. payable Jan. and July; Guarantee Trust Co., trustee of mortgage.

Salt Lake Rapid Transit Co.'s first mortgage 6 p. c. bonds, authorized, $500,000, issued, $423,000; dated Feb., 1890, due July 1, 1910; int. payable Feb. and Aug., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—By the terms of the mortgage deed the company is permitted to issue bonds at a rate not exceeding $20,000 per mile of completed track. After the total mortgage indebtedness reaches $1,000,000 no further issue can be made unless the net earnings of the preceding 12 months are sufficient to pay 12 per cent. on both the outstanding and the proposed issue of bonds. The total bond issue may be called on Jan. 1, 1903, or on Jan. 1 of any succeeding year until maturity. In case the whole issue is not called, one-tenth of the issue will be called in and paid on Jan. 1 of each year after 1903, the bonds to be called in the order of their number, beginning with No. 1.

Plant and Equipment.—Miles of track (electric), 76; gauge, 4 ft. 8½ in.

Officers.—Pres. C. L. Rood, V. Pres. Supt. & Pur. Agt. W. P. Read, Sec. & Treas. Joseph S. Wells.

References.—SALT LAKE CITY R. R.—Description of road, Vol. IX, Apr., '93, p. 240 (ill.); operating detail, Vol. XIV, Apr., '98, pp. 190, 194 (ill.). SALT LAKE RAPID TRANSIT CO.—Description of road, Vol. IX, Apr., '93, p. 242 (ill.); increase of stock and bonds, Vol. IX, Mar., '93, p. 197; collateral bonds, Vol. XVII, Mar. 2, '01, p. 279; description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Mar., 1902. z

West Side Railway Co.—This is the successor to the West Side Rapid Transit Co. Annual meeting first Monday in May.

Capital Stock, $300,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track, 12, operated by steam, 8, by electricity, 4; gauge, 4 ft. 8½ in.; 30 lb. T rail; 4 cars, of which 3 are motor cars and 1 trail car, 2 dummy engines; Gen. Elec. dynamos and motors.

Officers.—Pres. L. L. Nunn, V. Pres. Wm. Story, Sec. & Treas. A. M. Wrench, Gen. Man. T. A. Davis.

General Office, 14 West 3d South St., Salt Lake City, Utah.

Date of information, Mar., 1902. z

SAN ANTONIO, TEX.

Population in 1880, 20,550, in 1890, 37,513, in 1900, 53,321.

San Antonio Traction Co.—Chartered Apr., 1900. Franchises granted June, 1900, for 40 years, as the successor by purchase at receiver's sale in Apr., 1900, to the San Antonio Street Ry. Co. and the San Antonio Edison Co. This company and the San Antonio Gas & Electric Co. are controlled by the Southern Light & Traction Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 45; gauge, 4 ft.; 40 lb. to 56 lb. T rail and 74 lb. girder rail; 56 motor cars and 14 trail cars; Sioux City, Corliss, 750 H. P. engines, Gen. Elec. dynamos and motors, St. Louis cars, Bemis and Dupont trucks.

OFFICERS.—Pres. E. H. Jenkins, V. Pres. W. F. Douthirt, Sec. R. C. Jones, Treas. J. J. King, Supt. T. C. Brown.

DIRECTORS.—E. H. Jenkins, A. W. Houston, Reagan Houston, San Antonio, Tex.; W. F. Douthirt, Emerson McMillin, New York City.

GENERAL OFFICE, 405 E. Houston St.

REFERENCE.—Description of cross compound engine, Vol. XIV Sept., '98, p. 575 (ill.); receivership ended, Vol. XVI, Apr. 21, '00, p. 402.

Date of information, Mar., 1902. z

For map of road see inset between pages 254 and 255.

Southern Light & Traction Co.—This company owns all the securities of the San Antonio Traction Co. and the San Antonio Gas & Electric Co., comprising all the street railway, light and power interests of San Antonio.

CAPITAL STOCK, authorized, $2,500,000, issued, $1,762,500; par value, $100 per share.

FUNDED DEBT.—Collateral trust 5 p. c. gold bonds, authorized, $2,500,000, issued, $1,900,000; dated Sept. 1, 1899, due 1949; denom. $1000; coupon, but may be registered; no sinking fund provided; int. payable May and Sept., at office of Continental Trust Co., of New York, trustee of mortgage.

OFFICERS.—Pres. Emerson McMillin, Sec. W. F. Douthirt (40 Wall St., New York), Treas. C. T. Scoville.

GENERAL OFFICE, 243 Washington St., Jersey City, N. J.

Date of information, Jan., 1902. z

West Side Electric Street Railway Co.—Charter and franchises granted 1887 for 50 years. Annual meeting in June. In July, 1901, the San Antonio Traction Co. secured control of this road.

Please note date of information at end of each report.

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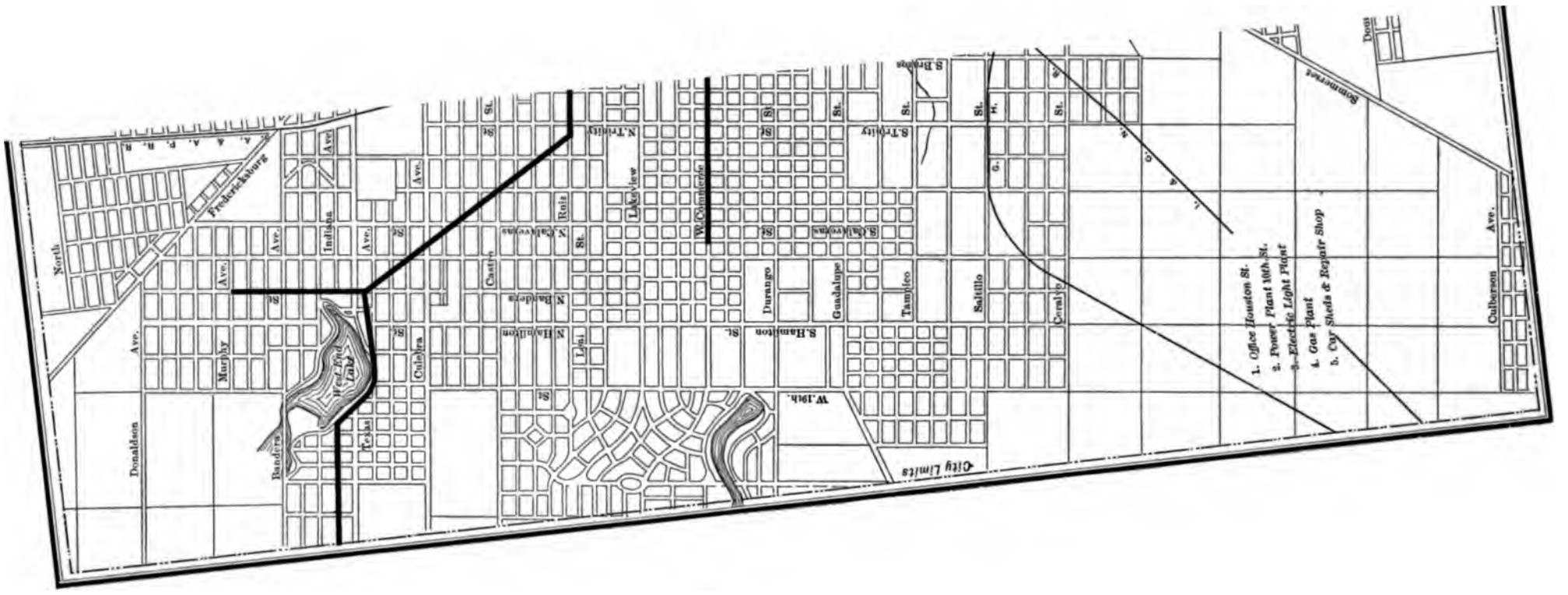

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CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. golds bonds, authorized, $30,000, held in escrow, $30,000; dated Jan. 1, 1900, due 1920; denom. $500; int. payable Jan. and July, at office of St. Louis Trust Co., trustee of mortgage, or at company's office in San Antonio.

PLANT AND EQUIPMENT.—Miles of track (electric), 6.6; gauge, 4 ft.; 30 lb. T rail; 5 motor cars and 1 trail car; Gen. Elec. dynamos and motors, St. Louis cars; power rented.

OFFICERS.—Pres. & Treas. D. D. Willis, V. Pres. & Sec. George R. Hines, Supt. Pur. Agt. & Elecn. M. J. Spangle.

DIRECTORS.—D. D. Willis, J. B. Willis, George R. Hines.

GENERAL OFFICE, West End, San Antonio, Tex.

Date of information, Jan., 1902. z

SAN BERNARDINO, CAL.

Population in 1880, 1,673, in 1890, 4,012, in 1900, 9,000.

San Bernardino Traction Co.—This company is the successor to the City Electric Ry. Co. This company has secured a franchise for an electric railway, and a bonus of $6,000 is being raised by the citizens to have an electric railway replace the abandoned horse line of the City Street Ry. Co.

OFFICER.—Gen. Man I. H. Curtis.

GENERAL OFFICE, San Bernardino, Cal.

Date of information, Mar., 1902. z

SAN DIEGO, CAL.

Population in 1880, 2,637, in 1890, 16,159, in 1900, 17,700.

San Diego Electric Railway Co.—Chartered 1891. This company purchased the property of the San Diego Street Car Co., sold under foreclosure of mortgage in Oct., 1891, and the property of the Citizens' Traction Co. sold under foreclosure in Feb., 1898.

CAPITAL STOCK, authorized, $500,000, issued, $350,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 18; gauge, 4 ft. 8½ in.; 30 lb. to 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Risdon Iron Works engines, Gen. Elec. dynamos and motors, Brill and own cars.

OFFICERS.—Pres. A. B. Spreckels, V. Pres. E. S. Babcock, Sec. Treas. J. A. Flint, Supt. B. M. Warner, Ch. Engr. & Ch. Engr. of Power Station H. S. Taylor, Elecn. Jas. Restine.

GENERAL OFFICE, E and Arctic Sts.

REFERENCES.—CITIZENS' TRACTION CO.—Description of road, Vol. VII, July, '91, p. 337 (ill.); description of parks (brief), Vol. XIII, Mar., '97, p. 152. SAN DIEGO ELECTRIC RAILWAY CO.—Description of cars, Vol. XIII, Feb., '97, p. 96 (ill.).

Date of information, Jan., 1902. z

SANDUSKY, O.

Population in 1880, 15,838, in 1890, 18,471, in 1900, 19,664.

Sandusky & Interurban Electric Railway Co.—Chartered July, 1898, in perpetuity. This company is the successor, by purchase, on July 9, 1898, of the Sandusky Street Ry. Co., chartered Aug. 29, 1881. In 1901 this company was consolidated with the Lorain & Cleveland Ry., the Sandusky, Norwalk & Southern Ry., and the Toledo Fremont & Norwalk Ry., forming the Lake Shore Electric Ry. Co. The stock and bonds of this company were retired by the issue of new stock and bonds by the Lake Shore Electric Ry. Co.

GENERAL OFFICE AND POWER STATION, Sandusky, O.

Date of information, Feb., 1902. x

Sandusky, Norwalk & Southern Electric Railway Co.—Incorporated in Dec., 1900, as a consolidation of the People's Electric Ry. Co. and the Sandusky, Milan & Norwalk Electric Ry. Co., and to build an extension of their present lines from Norwalk to Mansfield, 35 miles. In 1901 this company was consolidated with the Lorain & Cleveland Ry., the Sandusky & Interurban Electric Ry., and the Toledo, Fremont & Norwalk Ry., forming the Lake Shore Electric Ry. Co. The stock and bonds of this company were retired by the issue of new stock and bonds by the Lake Shore Electric Ry. Co.

Date of information, Feb., 1902. x

Sandusky, Monroeville, Bellevue & Norwalk Electric Railway Co.—This company was organized in 1900 to construct an electric railway connecting the cities named in title, and is reported to have 30 miles of road under construction. The company expects to have the road in operation by June 1, 1902.

CAPITAL STOCK, authorized, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $600,000; dated Mar. 1, 1900, due 1930; denom. $1,000; int. payable at office of Commonwealth Title Insurance & Trust Co., of Philadelphia, trustee of mortgage.

OFFICERS.—Pres. Clark Rude, V. Pres. J. L. Dailey, Sec. W. E. Guerin, Treas. James McLean, Ch. Engr. James S. Forsythe.

GENERAL OFFICE, Sandusky, Ohio.

Date of information, Jan., 1902. z

SANFORD, ME.

Population in 1880, 2,734, in 1890, 4,201, in 1900, 6,078.

Mousam River Railroad Co.—Chartered July 18, 1892. On Aug. 19, 1899, this company leased its property to the Sanford & Cape Porpoise Ry.

CAPITAL STOCK, authorized, $200,000, issued, $65,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $65,000; dated Dec. 15, 1892, due Dec. 1, 1912; int. payable June and Dec. at office of Portland Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 cars, of which 6 are motor cars and 2 baggage cars, 3 snow plows; 1 elec. freight motor; Swampscott-Corliss engines, West. dynamos and motors, Briggs cars, Humphrey water wheel.

OFFICERS.—Pres. E. M. Goodall, V. Pres. Geo. B. Goodall, Sec. Fred'k J. Allen, Treas. Louis B. Goodall, Gen. Man. Supt. & Pur. Agt. C. A. Bodwell, Elecn. A. J. Robinson, Ch. Engr. & Ch. Engr. of Power Station Sidney Spinney.

DIRECTORS.—E. M. Goodall, L. B. Goodall, G. B. Goodall, E. E. Hussey.

GENERAL OFFICE, Washington St., Sanford, Me.

REFERENCES.—Description of road (brief), Vol. IX, Dec., '93, p. 796; Vol. X, Feb., '94, p. 97 (ill.).

Date of information, Mar., 1901. z

Sanford & Cape Porpoise Railway Co.—This company commenced operation of its road Sept. 1, 1899, connecting Sanford, Alfred, Lyman, Kennebunk, and Kennebunkport with Cape Porpoise; and also operates the Mousam River R. R.

CAPITAL STOCK.—Common stock, $233,000, preferred stock, $17,000; authorized and issued, $250,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $250,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable Jan. and July, trustee of mortgage, Morton Trust Co. of New York City.

OPERATION.—Including the operation of the Mousam River R.R. from Aug. 19, 1899 to June 30, 1900.

Year ending June 30,	1900.	1901.
Receipts from passengers	$24,411	$57,455
" " other sources	22,702	6,639
" total	47,013	64,094
Operating expenses	33,539	46,570
Earnings from operation	13,474	17,524
Deductions from earnings.		
Interest on bonds	10,000	14,168
" " loans etc	1,165	
Taxes	166	274
Rental	3,160	4,000
Net income	1,017	*919
Total surplus		*2,438

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 5,168
Transportation expenses	31,719
Maintenance of road and buildings	3,167
" " equipment	6,515
Total	$46,570

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.	1901.
Passengers carried	488,219	370,483
Car miles run	136,500	177,595
Total receipts per car mile	$.344	$.360
Operating expenses per car mile	.245	.262

BALANCE SHEET.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$418,484	$424,912
" " equipment	78,300	68,076
Other permanent invest	34,197	34,883
Stock and bonds	5,000	
Current assets	3,926	3,957
Other assets		16,906
Profit and loss (deficit)	1,017	2,438
Total	$540,924	$551,171

Please note date of information at end of each report.

LIABILITIES.	1900.	1901.
Capital stock	$250,000	$250,000
Funded debt	250,000	250,000
Loans and bills payable	40,924	51,171
Total	$540,924	$551,171

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 21.55 leased, 3.47; gauge, 4 ft. 8½ in.; 60 lb. T rail; 16 motor cars; 1 snow plow; 670 K. w. West. generators, West. motors, Briggs and Jackson & Sharp cars, Bemis and Peckham trucks.

OFFICERS.—Pres. & Gen. Man. E. M. Goodall, V. Pres. Frank Hopewell, Sec. Fred'k J. Allen, Treas. L. B. Goodall, Supt. & Pur. Agt. I. L. Meloon.

DIRECTORS.—E. M. Goodall, L. B. Goodall, G. B. Goodall, John Hopewell, Frank Hopewell.

GENERAL OFFICE, Washington St., Sanford, Me.

Date of information Oct., 1901. b

SAN FRANCISCO, CAL.

The population in 1880 was 233,959, in 1890, 298,997, in 1900, 342,782. The total population served in the city and suburbs is approximately 375,000.

California Street Cable Railroad Co.—Chartered 1884. Annual meeting second Wednesday in July.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share. Dividends 50 cents a month.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $900,000; due 1915; int. payable, Jan. and July.

Plant and Equipment.—Miles of track (cable), 11.5; gauge, 3 ft. 6 in.; 38 lb. T rail; 60 grip cars; Hammond cars, Union I. W. engines.

Officers.—Pres. J. B Stetson, V. Pres. Antoine Borel, Sec. W. E. Griffith, Treas. A. Borel & Co., Gen. Man. Supt. & Pur. Agt. J. W. Harris, Ch. Engr. & Ch. Engr. of Power Station A. D. McLean.

General Office, California and Hyde Sts., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 379 (ill.).

Date of information, Mar., 1902. z

Geary Street, Park & Ocean Railroad Co.—Chartered Nov., 1878. Annual meeting first Wednesday after second Tuesday in Apr.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $1,000,000, issued, $671,000; due 1921; int. payable Apr. and Oct.

Plant and Equipment.—Miles of double track (cable), 3.84; gauge, 4 ft. 8½ in.; 72 lb. girder rail; 70 cars, of which 30 are grip cars, 10 are combination cars and 30 trail cars; Union I. W. engines.

Officers.—Pres. Horace G. Platt, V. Pres. A. Grant, Sec. & Gen. Man. G. B. Willcutt, Treas. N. T. Smith, Supt. A. W. Barron, Mgr. Dept. of Purchases & Supplies, R. P. Schwerin.

Reference.—Report on electrical equipment, Vol. XVIII, Jan. 4, '02, p. 54.

General Office, 49 Second St., San Francisco, Cal.

Date of information, Jan., 1902. z

Market Street Railway Co.—Chartered 1893. This is a consolidation of the following companies:

Central R. R. Co.	Incorp.	1862
North Beach & Mission Ry. Co.	"	1862
City R. R. Co.	"	1863
Potrero & Bay View R. R. Co.	"	1866
Market St Cable Ry. Co.	"	1882
Park & Ocean R. R. Co.	"	1883
Ocean Beach Ry. Co.	"	1885
Southern Heights & Visitacion Ry. Co.	"	1892
Ferries & Cliff House Ry. Co.	"	1887
Omnibus Cable Co.	"	1888
Market St. & Fairmount Ry. Co.	"	1886
*Metropolitan Ry. Co.	"	1891

*The ownership of the Metropolitan Ry. has since been acquired.

This company is controlled by the United Railways of San Francisco.

Capital Stock, authorized, $18,750,000, issued, $18,617,000; par value, $100 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $17,500,000, issued, $5,124,000; dated Sept. 1, 1894, due 1924; denom $1,000; int. payable Mar. and Sept., at office of the company; trustee of mortgage, Union Trust Co., of San Francisco.

Market St. Cable Ry. Co.'s first mortgage 6 p. c. gold coupon bonds, $3,000,000; dated Jan. 1, 1883, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company and of Southern Pacific Co., in New York; trustees of mortgage, J. O'B. Gunn and Union Trust Co., of San Francisco.

Omnibus Cable Co.'s first mortgage 6 p. c. bonds, $2,000,000; dated Apr. 2. 1888, due 1918; denom. $1,000; int. payable Apr. and Oct., at office of the company; trustee of mortgage, California Safe Deposit & Trust Co.

Park & Cliff House Co.'s first mortgage 6 p. c. bonds, $350,000; dated Dec. 31, 1887, due 1913; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Powell St. Ry. Co.'s first mortgage 6 p. c. bonds, $700,000; dated Mar. 1, 1887, due 1912; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Park & Ocean R. R. Co.'s first mortgage 6 p. c. bonds, $250,000; dated Jan. 1, 1884, due 1914; denom. $1,000; int. payable Jan. and July, at office of the company; trustees of mortgage, C. E. Green, and Union Trust Co. of San Francisco.

Ferries & Cliff House Ry. Co.'s first mortgage 6 p. c. bonds, $650,000; dated Mar. 1, 1889, due 1914; denom. $1,000; int. payable Mar. and Sept., at office of the company; trustees of mortgage, Thos. Brown and Union Trust Co., of San Francisco.

Plant and Equipment.—Miles of track, 176.56; operated by cable, 40.72, by horses, 2.53, by steam, 11.72, by electricity, 121.59; gauge, 3 ft., 3 ft. 6 in., 4 ft. 8½ in., and 5 ft.; 37 lb. to 72 lb. tram, girder and T rail; 785 cars, of which 75 are horse cars, 301 cable cars, 329 electric cars, 17 steam cars, 36 trail cars, 6 steam motors and 21 miscellaneous cars; Union I. W. engines.

Officers.—Pres. H. E. Huntington. 1st V. Pres. Chas. Holbrook, 2d V. Pres. A. Hayward, Sec. & Controller G. B. Willcutt, Treas. N. T. Smith, Gen. Man. E. P. Vining. Div. Supts. A. W. Barron. J. C. Skinner. M. D. Stein, Ch. Elecn. S. L. Foster, Man. Dept. Purchases & Supplies R. P. Schwerin.

Directors.—H. E. Huntington, A. Hayward, Chas. G. Lathrop, Chas. Holbrook, I. W. Hellman, H. T. Scott, Horace G. Platt, N. T Smith, J. L. Willcutt.

General Office, 49 Second St., San Francisco.

References.—MARKET STREET RAILWAY Co.—Description of road, Vol. IX, June, '93, p. 383 (ill.); electrical overhead work in San Francisco, Vol. XII, Aug., '96, p. 485 (ill.); operating detail (brief), Vol. XII, Aug., '96, p. 496; description of road (brief), Vol. XII, Oct., 96, p. 607; improvements in system, Vol. XV, Jan., '99, p. 37. NORTH BEACH & MISSION RAILWAY Co.—Description of road, Vol. IX, July, '93, p. 453. FERRIES & CLIFF HOUSE RAILWAY Co.—Description of road, Vol. IX, June, '93, p. 395 (ill.). OMNIBUS CABLE Co.—Description of road, Vol. IX, June, '93, p. 389 (ill.); cars, car houses and car repairs, Vol. XIII, Sept., '97, p. 527 (ill.); operating detail, Vol. XIV, Apr., '98, p. 197; low fares fight, Vol. XVI, May 12, '00, p. 492; Supreme Court on transfer ordinance, Vol. XVI, July 14, '00, p. 666; description of road, Vol. XVII, Mar. 2, '01, p. 267 (ill.); notes on system, Vol. XVII, May 4, '01, p. 512 (ill.); observation car, Vol. XVII, May 25, '01, p. 611 (ill.); operating detail, Vol. XVIII, Jan. 4, '02, p. 25 (ill.).

Date of information, Mar., 1902. x z

For map of system see inset between pages 256 and 257.

Presidio & Ferries Railroad Co.—Chartered Jan., 6, 1882. Annual meeting fourth Friday in Jan.

Capital Stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt, authorized, $250,000, issued, $150,000.

Plant and Equipment.—Miles of track, 11.5; operated by cable, 7.5, by horses, 2, by steam, 2; gauge, 5 ft.; 40 lb. to 60 lb. center bearing rail; 30 horses; 15 horse cars and 45 grip cars.

Officers—Pres. G. A. Newhall, V. Pres. H. M. A. Miller, Sec. John B. Leighton, Treas. W. J. Dutton, Supt. I. F. Kydd.

General Office, 1111 Union St., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 392.

Date of information, Jan., 1902. z

San Francisco & San Mateo Electric Railway Co—Chartered in 1896, as the successor to the San Francisco & San Mateo Ry. Co., whose property was sold on Apr. 11, 1896, under foreclosure of mortgage.

Capital Stock.—Owned by the Railway Investment Co. and directors.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 58 lb. T and 85 lb. girder rail; 75 motor cars; electric power rented; 4-400 K. w. rotary West. transformers, Hammond, Carter, St. Louis, O'Brien cars, McGuire and Brill trucks.

Officers.—Pres. J. L. Blackwell, V. Pres. George R. Webb, Sec. & Treas. George E. Starr, Gen. Man. S. W. Huff, Supt. G. H. Whitfield, Ch. Elecn. Frank Vanatta, Ch. Engr. of Power Station Thomas Mirk.

Directors.—J. L. Blackwell, George R. Webb, S. W. Huff, George E. Starr, Davies Murdoch.

Reference.—Description of road, Vol. IX, July, '93, p. 451 (ill.).

Date of information, Feb., 1902. z

Please note date of information at end of each report.

MAP

OF THE

CITY OF SAN FRANCISCO

SHOWING THE LINES OF THE

MARKET STREET RAILWAY COMPANY

KEY

ELECTRIC LINES ———————

CABLE " —·—·—·—·—·—

HORSE " — — — — — —

STEAM " - - - - - - - -

Street Ry. Journal

PACIFIC OCEAN

SAN FRANCISCO BAY

CEMETERY

POINT LOBOS

SEAL ROCKS

Cliff House

Geary

California

Clement

Race Course

Fulton St

MISSION ROCK

GOLDEN PARK

Main Drive to Cliff House

Speed Track

H St

Forty Eighth

Forty-Fifth

Fortieth

Thirty Fifth

Thirtieth

Twenty Fifth

Delaware St

New York St

Alabama St

Mariposa St

Calaveras

Mendocino

Plumas

Fresno

Tehama St

India St

INDIA BASIN

Market Street

LAGUNA

RANCHO

DE LA MERCED

LAGUNA

SOUTHEREN

Folsom St

Harrison St

Bryant St

Brannan St

Townsend St

Berry St

King St

Channel St

DRY DOCK

SOUTH BASIN

Alleghany

Ship

Dock

Town

Wood

Pollock

Sutter Street Railway Co.—Chartered, Nov., 1879, for 50 years. Annual meeting second Monday in June. This company owns a controlling interest in the capital stock of the Sutro R. R. Co. This company is controlled by the United Railways of San Francisco.

Capital Stock, authorized and issued, $2,000,000; par value, $100 per share. Dividends 5 per cent. per annum, payable quarterly.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized, and issued, $1,000,000, dated May 1, 1888, due 1918; denom. $1,000; int. payable May and Nov., at office of the company; trustee of mortgage, California Title Insurance & Trust Co., of San Francisco.

Note.—$50,000 is to be passed to a sinking fund on May 1, 1908, and annually thereafter, and bonds may be called for the sinking fund at par and accrued interest in amounts of $50,000 and in consecutive numbered order, commencing with No 1.

Franchises.—Municipal franchises granted in 1879 expire in 1929.

Dividends, in 1896–7–8–9, 1900–01, 5 p. c.

Plant and Equipment.—Miles of track, 13; operated by cable, 11.5, by horses, 1.5; gauge, 5 ft.; 43 lb. girder rail; 60 horses, 75 cars, of which 2 are horse cars and 73 grip cars; Union I. W. engines, own cars.

Officers.—Pres. R. F. Morrow, V. Pres. J. L. Schmitt, Sec. A. K. Stevens, Treas. M. Schmitt, Supt. & Pur. Agt. J. Reynolds, Ch. Engr. of Power Station F. E. Mason.

General Office, Sutter and Polk Sts., San Francisco, Cal.

Reference.—Description of road, Vol. IX, June, '93, p. 393.

Date of information, Mar., 1902. x z

Sutro Railroad Co.—The capital stock of this company is controlled by the Sutter Street Ry. Co.

Capital Stock, authorized, $400,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 9.85; gauge, 4 ft. 8½ in.; 60 lb. T rail; 27 motor cars; Fulton Eng. & Ship B'ld'g engines, Gen. Elec., West. and Walker dynamos and motors, Holman cars.

Officers.—See Sutter St. Ry. Co.

General Office, See Sutter St. Ry. Co.

Reference.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150.

Date of information, Jan., 1902. z

United Railways of San Francisco.—This company was formed in Mar., 1902, as a consolidation of all the street railways of San Francisco, with the exception of the lines on California, Geary and Union streets. The transfer of the various properties was effected by the formation of the United Railways Investment Co., of San Francisco, which was organized under the laws of New Jersey, and has accomplished all of the financial arrangements resulting in the consolidation. According to the method adopted, the San Francisco or operating company in payment for the shares of the consolidating interests issues $20,000,000 of its bonds, the remainder being reserved for acquiring minority shares and future betterments. The capital stock of the operating company goes intact to the New Jersey corporation, which in turn issues stock of $25,000,000, $15,000,000 of which is 5 p. c., cumulative, preferred, retirable at 110, and $10,000,000 common stock.

Capital Stock.—Common, $20,000,000; 4 p. c and not more, cumulative, preferred as to dividends and capital. $20,000,000.

Funded Debt.—General first mortgage 4 p. c. 25-year gold bonds, $35,275,000; reserved for underlying liens ($14,591,000, less $4,725,000, to be discharged by operation of sinking funds under existing mortgages) and future betterments, improvements and acquisitions, $15,275,000; to be issued in part payment for the stocks of the general companies and for $1,600,000 cash to be used for the betterments and improvements, $20,000,000.

Plant and Equipment.—Miles of track, 229.

Directors.—Jas. M. Duane, Arthur Holland, Chas. Holbrook, I. W. Hellman, Alex. B. Williamson, Jas. S. Tobin, Thos. Brown, Antoine Borel.

Date of information, Mar., 1902. x

SAN JOSE, CAL.

Population in 1880, 12,467, in 1890, 18,060, in 1900, 30,000.

San Jose & Santa Clara Railroad Co.—Chartered July 9, 1868.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $200,000; coupon, but may be registered; dated Jan. 3, 1898, due 1913; denom. $500; int. payable Jan. and July, at office of California Safe Deposit & Trust Co., of San Francisco, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 21; gauge, 3 ft.; 35 lb. T rail; 38 cars; Wheelock engines, Gen. Elec. dynamos and motors, Fitzgerald cars.

OFFICERS.—Pres. G. L. Center (San Francisco); V. Pres. A. F. Morrison, Sec. J. T. McGoeghegan, Treas. Commercial Savings Bank, Man. & Pur. Agt. H. Center, Elecn. H. B. P. O'Dougherty.

GENERAL OFFICE, the "Alameda," San Jose, Cal.

Date of information, Dec., 1901. d

San Jose Railroad—This is a consolidation of the old San Jose R. R. Co., and the Willow Glen R. R. Co., which were purchased by the German Savings & Loan Society, of San Francisco, at foreclosure sale in May, 1899.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 3 ft.; 40 lb. steel T rail; 27 cars, of which 23 are motor cars and 4 trail cars; 350 H. P. station plant, Wheelock engines, Gen. Elec. dynamos and motors, Brill and McGuire trucks.

OFFICERS.—Man. Geo. L. Barker, Sec. R. S. Weldenberg, Elecn. F. Thurber.

GENERAL OFFICE, So. First St., San Jose, Cal.

Date of information, Mar., 1902. z

SAN LUIS OBISPO, CAL.

Population in 1880, 2,243, in 1890, 2,995, in 1897, 4,000.

San Luis Street Railway Co.—This company has gone out of business.

Date of information, Jan., 1902. z

SANTA ANA, CAL.

Population in 1880, 711, in 1890, 3,628, in 1900, 4,933.

Santa Ana & Orange Motor Co.—Chartered in Dec., 1896. This road has been absorbed by the Pacific Electric Ry. Co., of Los Angeles, Cal.

CAPITAL STOCK, authorized, $20,000, paid in, $13,000.

PLANT AND EQUIPMENT.—Miles of track (steam), 5.5; gauge, 3 ft. 6 in.; 4 cars, of which 2 are steam cars and 2 trail cars.

OFFICERS.—Pres. F. P. Nickey, Sec. & Treas. D. H. Thomas, Man. E. I. Tolle.

DIRECTORS.—W. B. Hervey, F. P. Nickey, M. A. Menges, D. H. Thomas, E. I. Tolle.

GENERAL OFFICE, Santa Ana, Cal.

Date of information, Jan., 1902. z

SANTA BARBARA, CAL.

Population in 1880, 3,460, in 1890, 5,864, in 1900, 6,587.

Santa Barbara Consolidated Railway Co.—Chartered in Aug., 1901, for 50 years. Municipal franchise granted Sept. 19, 1895, for 50 years. This company is the successor to the Santa Barbara Consolidated Electric Co. Annual meeting second Tuesday in July.

CAPITAL STOCK, authorized and issued, $250,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $250 000, issued, $160,000. in treasury, $90 000; dated Dec. 1, 1901, due 1920; denom. $500; int. payable June and Dec., at office of Broadway Bank & Trust Co., of Los Angeles, Cal., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 3 ft. 6 in.; 45 lb. and 56 lb. T rail; 12 cars, of which 8 are motor cars and 4 trail cars; McIntosh & Seymour engines, Gen. Elec. dynamos, West. motors, Hammond & Son cars, Brill trucks.

OFFICERS.—Pres. & Gen. Man. H. W. Carter, V. Pres. Frederick H. Rindze, Sec. & Treas. George I. Cochran, Supt. J. J. Davis, Local Supt. L. B. Pemberton, Local Man. E. E. Caister.

DIRECTORS.—H. W. Carter, Frederick H. Rindze, George I. Cochran, J. J. Davis, Alfred Stedman.

GENERAL OFFICE, 254 So. Broadway, Santa Barbara.

REFERENCE.—Description of opening of road (brief), Vol. XII, Dec. '96, p. 753 (ill.).

Date of information, Jan., 1902. z

SANTA CRUZ, CAL.

Population in 1880, 3,898, in 1890, 5,594, in 1900, 5,659.

Santa Cruz Electric Railway Co.—This company owns and operates the Pacific Avenue R. R.

CAPITAL STOCK, $500,000.

FUNDED DEBT, $60,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 3 ft. 2 in.; 35 lb. and 40 lb. girder and T rail; 8 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. J. H. Logan, V. Pres. Jas. P. Smith, Sec. W. T. Jeter, Treas. Bank of Santa Cruz County, Gen. Man. E. S. West.

Date of information, Jan., 1902. z

SANTA ROSA, CAL.

Population in 1880, 3,616, in 1890, 5,216, in 1900, 6,673.

Santa Rosa Street Railroad Co.—Chartered June 5, 1877. This property is clear of debt.

Please note date of information at end of each report.

CAPITAL STOCK $25 000, issued $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 1.5; gauge, 3 ft. 6 in.; 16 lb. T rail; 7 horses, 5 cars.

OFFICERS.—Same as Union Street Ry. Co.

Date of information, Mar., 1902. z

Central Street Railway Co.—Chartered in 1891, for 50 years; municipal franchise granted for 25 years. Annual meeting first Tuesday in May. The property of this company has passed to the Union Street Ry. Co., which is operating the road.

PLANT AND EQUIPMENT.—Miles of track (horse), 3; gauge, 3 ft. 6 in.; 24 lb. and 35 lb. flat rail; 4 cars.

OFFICERS.—Same as Union Street Ry. Co.

GENERAL OFFICE, Santa Rosa, Cal.

Date of information, Mar., 1902. z

Union Street Railway Co.

CAPITAL STOCK, authorized, $50,000, issued, $1,350.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 3 ft. 6 in.; 35 lb. flat rail; 8 cars.

OFFICERS.—Pres. J. H. Brush, V. Pres. F. A. Brush, Sec. & Treas. Irving H. Brush.

GENERAL OFFICE, Santa Rosa, Cal.

Date of information, Mar., 1902. z

SARATOGA, N. Y.

Population in 1880, 8,421, in 1890, 11,975, in 1900, 13,534.

Saratoga Traction Co.—Chartered in May 17, 1897, as the successor to the Union Electric Ry. Co., of Saratoga, whose property was sold under foreclosure. Annual meeting second Tuesday in April. On July 1, 1897, the Saratoga Lake Ry. Co. was consolidated with this company. On Aug. 14, 1901, this road and the Stillwater & Mechanicville Street Ry. Co., the Greenwich & Schuylerville Electric R. R., the Saratoga Traction Co., the Saratoga Northern Ry., the Glens Falls, Sandy Hill & Fort Edward Street R. R. Co. and the Warren County Ry. were consolidated, forming a new corporation, the Hudson Valley Ry. Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized; $300,000, issued, $297,500; dated July 1, 1899, due 1929; denom. $500, int. payable Jan. and July.

Income bonds, 5 p. c., authorized and issued, $36,000; dated Apr. 1, 1900, due, one quarter yearly for four years, 1901–1904; int. payable Apr. and Oct.

OPERATION.—This road is operated only during the summer season, the figures given showing only to June 30 of the year dated, and includes figures after June 30 of the preceding year.

	†1898.	‡1899.	1900.	1901.
Gross receipts	$9,317	$9,784	$36,176	$41,812
Operating expenses	9,922	7,440	24,626	26,051
Earnings from operation	*605	2,344	11,550	15,761
Deductions from earnings.				
Interest		6,500	12,451	7,500
Taxes		322	931	1,533
Park expenses				5,182
Net income		*4,478	*1,831	1,546
Total surplus		*18,632	3,195	7,037

*Deficit.

†The report (1898), covers July, Aug. and Sept., 1897, and June 20 to 30, 1898.

‡The report for 1899 covers July, Aug. and Sept., 1898, and June 26 to 30, 1899.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$329,972	$416,629	$508,064	$550,159
Other permanent investments			31,534	920
Cash assets	722	1,991	1,523	343
Material and supplies	500		311	1,868
Other assets				38
Profit and loss (deficit)	14,154	18,632	3,196	
Total	$345,348	$437,252	$544,628	$553,328
LIABILITIES.				
Capital stock	$200,000	$200,000	$200,000	$200,000
Funded debt	130,000	197,500	327,500	333,500
Accounts payable	15,348	39,752	17,128	11,175
Other liabilities				1,500
Profit and loss (surplus)				7,037
Interest				116
Total	$345,348	$437,252	$544,628	$553,328

PLANT AND EQUIPMENT.—Miles of track (electric), 14.85; gauge, 4 ft. 8½ in.; 52 to 65 lb. T rail; 13 motor cars and 23 trail cars; West. engines, Gen. Elec. dynamos and motors, Brill and Pullman cars.

OFFICERS.—Pres. Joseph A. Powers, Sec. & Treas. M. M. Waterman Supt. H. H. Fitzsimmons.

DIRECTORS.—Edward A. Noyes, F. E. Richards, Portland, Me.; R. S. Storrs, New York City; Joseph A. Powers, M. M. Waterman, Troy, N. Y.; Addison B. Colvin, Glens Falls, N. Y.; Thomas O'Connor, Waterford, N. Y.; Jno. W. Herbert, Helmetta. N. J.; W. W. Worden, Saratoga, N. Y.

GENERAL OFFICE, Saratoga Springs, N. Y.

Date of information, Sept., 1901. b

Saratoga Northern Railway Co.—Chartered June 28, 1897. Annual meeting 2d Wednesday in Jan. This company was organized to construct an electric railway from Saratoga Springs northward to Lake George, about 25 miles. On Jan. 15, 1900, Joseph A. Powers, of Lansingburgh, N. Y., was appointed receiver. The road is now owned by the Hudson Valley Ry. Co.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $200,000, issued June 30, 1900, $49,000; due Jan. 1, 1917.

Cost of road to June 30, 1900, $1,049,000.

OFFICER.—Receiver Joseph A. Powers.

DIRECTORS.—Joseph A. Powers, A. W. Powers. A. E. Powers, A. B. Colvin, Thomas O'Connor.

GENERAL OFFICE, Saratoga Springs, N. Y.

Date of information, Jan., 1902. z

SARNIA, ONT.

Population in 1901 (local estimates), 10,000.

Sarnia Street Railway Co.—Chartered 1875, for 30 years. Annual meeting fourth Wednesday in August.

CAPITAL STOCK, authorized, $50,000, issued, $38,600.

FUNDED DEBT.—None.

DIVIDENDS paid, in 1893, 1894, 1895 and 1896, 6 p. c.; 1897 and 1898, 5 p. c.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 21 horses, 9 cars; Goldee McCulloch engines, Gen. Elec. dynamos and motors, Brill and Ottawa cars, Taylor trucks.

OFFICERS.—Pres. J. D. Beatty, V. Pres. Jas. Flintoft, Sec. Treas. Gen. Man. Supt. & Pur. Agt. H. W. Mills, Ch. Engr. Wm. Richardson, Elecn. Wm. Wild.

DIRECTORS.—J. D. Beatty, W. B. Collins, T. H. Smallman, R. Kenney, R. Mackenzie, Frank Smith, James Flintoft.

GENERAL OFFICE, Front Street, Sarnia, Ont.

Date of information, Jan., 1902. z

SAVANNAH, GA.

Population in 1880, 30,709, in 1890, 43,189, in 1900, 54,244.

Savannah Electric Co.—This company was chartered (in perpetuity) in 1902 to take over the properties of the Savannah, Thunderbolt & Isle of Hope Ry. Co., the City & Suburban Ry. Co., Savannah & Isle of Hope Ry. Co. and the Edison Electric Illuminating Co., of Savannah.

Capital Stock.—Common, authorized and issued, $2,500,000; preferred, authorized and issued, $1,000,000. Dividend on preferred stock, 6 p. c. non cumulative, payable Apr. and Oct.

Funded Debt.—First consolidated 5 p. c. gold bonds, authorized, $3,500,000, issued, $1,500,000; dated Jan 1, 1902, due 1952; American Loan & Trust Co., of Boston, trustee of mortgage.

Note.—$1,000,000 of the above bonds are reserved to retire a like amount of Savannah, Thunderbolt & Isle of Hope Co.'s 4 p. c. underlying bonds. Bonds may be called for payment at 110 at any time.

Plant and Equipment.—Miles of track, 55.

Officers.—Pres. Geo. J. Baldwin, Sec. A. Minis, Treas. Henry B. Sawyer, Gen. Mgrs. Stone & Webster.

Directors.—W. W. MacKall, A. L. Alexander, A. Minis, C. A. Stone, E. S. Webster, Jas. J. Storrow, Gardiner M. Lane, John S. Bartlett, Russell Robb, Henry B. Sawyer, Geo. J. Baldwin, Henry D. Stevens, Jacob Paulson, J. S. Collins, J. A. G. Carson.

General Office, Savannah, Ga.

Date of information, Mar., 1902. z

SCHENECTADY, N. Y.

Population in 1880, 13,655, in 1890, 19,902, in 1900, 31,682.

Schenectady Railway Co.—Chartered 1886. This is a reorganization of the Schenectady Street Ry. Co., which went into the hands of a receiver in 1893. The reorganized company commenced

business on Feb. 17, 1895, without floating debt. It operates the entire street railway, electric light and power plant in the city.

CAPITAL STOCK, authorized and issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 4½ p. c. gold bonds, authorized, $2,000,000, issued, $1,050,000, $950,000; coupon, but may be registered; dated Sept 1, 1901, due 1941; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30, —Dec. 31,—

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$32,958	$30,189	$33,454	$76,496	$170,012
" other sources	21,772	24,178	22,232	33,886	45,949
" total	51,961	57,632	64,349	110,382	215,962
Operating expenses	32,825	31,642	44,556	51,930	100,357
Earnings from operation	19,136	25,990	19,793	58,452	115,605
Deductions from earnings.					
Taxes	1,519	1,425	1,418	5,713	6,134
Interest	11,150	11,150	11,150	15,000	23,250
Park expense		2,145	2,100		
Net income	6,467	11,270	5,125	37,739	86,220
Total surplus account	107,475	118,660	120,741		
P. c. op. exps. to total recpts.				47.0	46.5

STATISTICS OF TRAFFIC.

Year ending Dec. 31, 1901.

Passengers carried	3,129,659
Car miles run	655,730
Total receipts per car mile	$.329
Operating expenses per car mile	.153

BALANCE SHEET.—Dated June 30, Dec. 31,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road, equip., light & power plant	$456,060	$457,644	$457,654	$507,286	$1,712,606
Stocks in treasury	179,767	179,767	79,700	180,000	
Cash	340	2,661	4,540	7,691	48,453
Open accounts	7,195	3,956	3,956	10,697	
Material and supplies	4,513	4,120	3,430	3,397	5,830
Bills and accts. receiv.					25,522
Other assets	1,618	1,684	6,902	1,120	1,178
Total	$649,100	$649,142	$556,149	$707,294	$1,793,588

LIABILITIES.

Capital stock	$300,000	$300,000	$300,000	$199,933	$600,000
Funded debt	222,994	222,994	223,000	300,000	1,050,000
Interest			5,575		
Loans	11,500	3,500	3,500		
Accounts payable	6,199	3,002	3,400	93,908	41,618
Other liabilities	932	985		2,197	15,750
Profit and loss (surplus)	107,475	118,661	120,741	11,189	86,220
Total	$649,100	$649,142	$556,149	$707,294	$1,793 588

PLANT AND EQUIPMENT.—Miles of track (electric), about 35; gauge, 4 ft. 8½ in.; 56 lb. to 90 lb. rail; 21 motor cars; West. engines, Gen. Elec. and West. dynamos, Gen. Elec. motors Gilbert, Brill, St. Louis and Jones cars, Brill, Taylor, Stephenson & St. Louis trucks.

OFFICERS.—Pres. Hinsdill Parsons, V. Pres. & Man. R. H. Fraser, Sec. & Treas. Jas. O. Carr, Supt. M. H. Schermerhorn, Elecn. H. A. Tiemann.

DIRECTORS.—Hinsdill Parsons, R. H. Fraser, E. W. Rice, Jr., G. E. Emmons, F. O. Blackwell, H. C. Wirt, J. R. Lovejoy, A. L. Rohrer, W. L. K. Emmett.

GENERAL OFFICE, Church & Fuller Sts., Schenectady, N. Y.

REFERENCES.—Life of gears and pinions, Vol. XIII, Mar., '97, p. 154; description of parks (brief), Vol. XIII, Feb., '97, p. 94; operating detail, Vol. XIII, Feb., '97, p. 97; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Mar., 1902. z

SCRANTON, PA.

Population in 1880, 45,850, in 1890, 75,215, in 1900, 102,026.

Scranton Railway Co.—This company owns and operates all the street railways of the city of Scranton, having acquired title thereto by merger of the Scranton Passenger Ry. Co., the Scranton Suburban Ry. Co., the Dunmore Street Ry. Co. and the Valley Passenger Ry. Co. into the People's Street Ry. Co. of Luzerne County, after the name of that company had been changed to the Scranton Ry. Co., and by the purchase of the property of the Scranton Traction Co. The Scranton Ry. Co. retains the valuable charter, franchises and privileges of the People's Street Ry. Co. of Luzerne County, which was organized under special charter granted by the Legislature of Pennsylvania, Mar. 23, 1865. This company also operates under favorable leases the lines of the Scranton & Carbondale Traction Co., the Lackawanna Valley Traction Co., the Pittston & Scranton Street Ry. Co., the Carbondale Ry. Co. and the Scranton & Pittston Traction Co., $295,500 of the bonds of the latter company having been guaranteed by the Scranton Traction Co., which guarantee is now assumed by the Scranton Ry. Co., which also owns nearly all of the stocks of the above named companies.

Capital Stock, authorized, $6,000,000; outstanding and paid in, $3,000,000; par value, $50 per share.

Funded Debt.—First consolidated 5 p. c. gold bonds, anthorized and issued, $2,500,000; dated Jan. 1, 1897, due Nov 1, 1932; denom. $1,000; int. payable Jan. and July, in Philadelphia (Bullitt Building,) or Scranton; trustee of mortgage, Continental Trust Co., of New York.

Collateral trust 5 p. c. gold bonds, authorized and issued, $500,000; dated Jan. 1, 1900, due Nov. 1, 1932; denom. $500 and $1,000; int. payable Jan. and July, at office of company; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the $2,500,000 of the first consolidated mortgage bonds there are reserved in the treasury of the company $150,000 for future extensions and betterments, and in the hands of the trustee $1,600,000 to retire at maturity the following bonds:

People's Street Ry. Co. of Luzerne County, first mortgage, due 1918	$ 200,000
People's Street Ry. Co. of Luzerne County, general mortgage, due 1921	100,000
Scranton Suburban Ry. Co, first mortgage, due 1909	200,000
Scranton Passenger Ry. Co., first mortgage, due 1920	100,000
Scranton Traction Co., first mortgage, due 1932	1,000 000

These consolidated bonds are a first mortgage upon one-quarter of the entire street railway system of Scranton, and a consolidated mortgage upon the balance; they are also a first mortgage upon the leasehold interests in the Scranton & Carbondale Traction Co., the Scranton & Pittston Traction Co. and the Lackawanna Valley Traction Co., comprising 21 miles of suburban railways outside of the corporate limits of Scranton operated by the Scranton Ry. Co.

Operation.—(Including suburban lines for the years 1900 and 1901.)

Year ending Dec. 31,	1898.	1899.	1900.	June 30, 1901.
Gross receipts	$383,727	$416,608	$589,342	$614,022
Operating expenses	189,542	205,215	352,864	354,458
Earnings from operation	194,185	211,393	236,478	259,564
Deductions from earnings.				
All fixed charges	136,812	140,161	207,090	
Taxes				19,200
Interest on funded debt				200,880
Net income	57,373	71,232	29,388	39,484
Dividends				30,000
To surplus account				9,484

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 61,472
Transportation expenses	185,654
Maintenance of way and buildings	38,785
" " equipment	68,547
Total	$354,458
Passengers carried	12,711,103

Balance Sheet.—Dated —Dec. 31,— June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road, equip. and franchise	$4,715,408	$4,818,984	$5,871,633	$4,936,584
Comp'y bonds in treasury	311,000	221,000	150,000	150,000
Stocks and bonds of other Companies				1,048,977
Cash	116,970	158,331	137,549	84,879
Material and supplies	17.811	29,638	63,788	41,643
Bills and accts. receivable.	19,561	45,137	45,802	50,655
Prepaid insurance	1,386	2,279	521	2,086
Total	$5,182,136	$5,275,369	$6,269,293	$6,314,824

LIABILITIES.

Capital stock	$2,500,000	$2,500,000	$3.000,000	$3,000,000
Funded debt	2,500,008	2,500,000	3,000,000	3,000,000
Accrued interest	22.981	22,932	58,682	59,487
Accounts payable	25.492	46,438	30,810	40,158
Accrued accounts				34,807
Other liabilities	33,547	31,473	32,219	
Profit and loss (surplus)	100,116	174,526	147,582	180,372
Total	$5,182,136	$5,275,369	$6,269,293	$6,314,824

Plant and Equipment.—Miles of track (electric), 77; owned, 38.1, leased, 37.9; gauge, 4 ft. 8½ in.; 40 lb. to 80 lb. T and girder rail; 166 motor cars; 2600 H. P. station plant; Gen. Elec. West. and S. H. generators and motors, Brill, J. & S., Barney & Smith, St. Louis and Newcastle cars and trucks.

Officers.—Pres. C. M. Clark, V. Pres. E. W. Clark, Jr., Sec. & Treas. C. Ford Stevens, Gen. Man. Frank Silliman, Jr., Supt. Trans. H. H. Patterson, Ch. Engr. E. D. Reed, Elecn. E. A. Wildt.

Please note date of information at end of each report.

Directors.—C. M. Clark, John M. Burke, E. W. Clark, Jr., C. Ford Stevens, Frank Silliman, Jr., Timothy Burke, Chas. A. Pearson, Jr.

General Manager's Office, Scranton, Pa.; President's, Treasurer's and Transfer Office, Bullitt Bldg., Philadelphia, Pa.

References.—Description of portable electric stone crusher, Vol. XV, Apr., '99, p. 216 (brief) (ill.); strike, Vol. XVI, Dec. 29, '00, p. 1,221.

Date of information, Mar., 1902. z

Scranton & Carbondale Traction Co.—Chartered Feb., 1893. Annual meeting first Wednesday in Oct. This property is operated under lease by the Scranton Ry. Co., and its earnings have been included in the report of that company since 1900.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, $150,000; coupon, but may be registered; dated Apr. 1, 1893, due Jan. 1, 1923; denom. $1,000; int. payable Jan. and July, at office of E. W. Clark & Co., of Philadelphia.

Date of information, Mar., 1902. z

Scranton & Pittston Traction Co.—Chartered Sept., 1893. This company owns the entire capital stock of the Lackawanna St. Ry. and the Pittston, Jenkins & Avoca St. Ry. and a controlling interest in the capital stock of the Pittston Suburban Pass. Ry. The property of this company is operated under lease by the Scranton Ry. Co., and its earnings have been included in the report of that company since 1900.

Capital Stock, authorized, $1,050,000.

Funded Debt.—First mortgage 6 p. c. bonds, authorized, $525,000; issued, $355,500; dated Oct. 1, 1893, due 1923; denom. $500 and $1,000; int. payable (free of tax) Apr. and Oct.; $295,500 of these bonds are guaranteed, principal and interest, by the Scranton Traction Co.

Date of information, Mar., 1902. z

Carbondale Railway Co.—This company is the successor to the Carbondale Traction Co. and the Carbondale & Forest City Ry. Co. This property is now operated as part of the system of the Scranton Ry. Co., which owns all of the capital stock and the $300,000 of bonds of this company.

Capital Stock, authorized and issued, $450,000 (all in treasury of the Scranton Ry. Co.).

Funded Debt.—Carbondale Traction Co.'s first mortgage 6 p. c. gold coupon bonds, issued, $150,000; dated July 1, 1892, due 1922; denom. $500 and $1,000; int. payable Jan. and July, at office of Central Trust Co., of New York, trustee of mortgage.

Carbondale Ry. Co.'s first mortgage 5 p. c. gold bonds, issued, $300,000; dated June 1, 1900, due 1926; denom. $1,000; coupon, but may be registered; int. payable June and Dec. (These bonds are owned by Scranton Ry. Co.)

Date of information, Mar., 1902. z

Lackawanna Valley Traction Co.—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock and bonds.

Date of information, Jan., 1902. z

Pittston & Scranton Street Railway Co.—This company's properties are owned and operated by the Scranton Ry. Co., which owns all of its capital stock.

Date of information, Mar., 1902. z

SEA CLIFF, N. Y.

Sea Cliff Inclined Cable Railway Co.—Chartered Nov. 27, 1885. Annual meeting Sept. 27. This is an inclined cable railway, running from the shore and wharf at Sea Cliff to the top of the bluff. It is operated only in summer.

CAPITAL STOCK, authorized, $10,000, issued, $9,500; par value, $10 per share.

FUNDED DEBT.—First mortgage 4 p. c. bonds, authorized and issued, $2,000; dated Feb. 6, 1888; int. payable Feb. 6 and Aug. 6.

OPERATION.—Year ending June 30,

	1896.	1897.	1898.	1899.	1900.	1901.
Gross receipts	$1,181	$ 946	$ 874	$1,107	$ 947	$1,027
Operating expenses	688	680	846	735	1,082	800
Earnings from operation	493	266	28	372	*135	227
Deductions from earnings.						
Taxes	135	152	155	170	158	143
Interest	80	80	80	80	80	80
Net income	278	34	*207	122	*373	4
Total surplus account	*26	7	*200	*77	*450	*446

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 7,480	$ 7,480	$ 7,480	$ 7,480	$11,980
Cost of equipment	4,500	4,500	4 500	4,500	
Cash	34				
Profit and loss (deficit)		200	77	450	446
Total	$12,013	$12,180	$12,057	$12,430	$12,426
LIABILITIES.					
Capital stock	$ 9,500	$ 9,500	$ 9,500	$ 9,500	$ 9,500
Funded debt	2,000	2,000	2,000	2,000	2,000
Interest	73	73	80	80	80
Loans					
Open accounts	433	607	477	850	
Other liabilities					846
Profit and loss (surplus).	7				
Total	$12,013	$12,180	$12,057	$12,430	$12,426

PLANT AND EQUIPMENT.—Length of track (cable), 956 ft.; 2 cable cars.

OFFICERS.—Pres. F. D. Peet, Sec. & Treas. A. C. Dailey.

DIRECTORS.—Edw. Cromwell, Glen Cove, L. I.; J. M. Oldrin, F. D. Peet, A. C. Dailey, Sea Cliff, L. I.

GENERAL OFFICE, Sea Cliff Hotel, Sea Cliff, L. I.

Date of information, Sept., 1901. b

SEARCY, ARK.

Population, in 1880, 840, in 1890, 1,203, in 1900, 1,995.

Searcy & Des Arc Railroad Co.—This line is operated from Searcy to Des Arc, 25 miles by steam, and from Kensett to West Point by mules.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track, 28.5; operated by steam, 25, by horse, 3.5; gauge, 4 ft. 8½ in.; 22 lb. and 35 lb. T rail; 2 horses, 2 cars; Porter engines.

OFFICERS.—Pres. Geo. C. Griffith, Sec. T. B. Paschall, Treas. E. A. Robbins, Gen. Agt. G. H. Pilkington, Gen. Man. & Pur. Agt. John T. Hicks, Ch. Engr. J. M. Finley.

Date of information Feb., 1901. z

SEATTLE, WASH.

Population in 1880, 3,533, in 1890, 42,837, in 1900, 80,671.

Seattle Electric Co.—Franchise granted Mar., 1900, for 35 years. This company has been incorporated under the laws of the State of Washington, to own, lease, build and operate street railways and electric lighting and power plants.

In Mar., 1901, this company operated the following companies:

Seattle Traction Co.
James Street Construction Co.
West Street & North End Electric Ry. Co.
Madison Street Cable Ry. Co.
First Avenue Cable Ry. Co.
Third Street & Suburban Ry. Co.
Union Trunk Line.
Grant Street Electric Ry. Co.
Consumers' Electric Co.
Seattle Steam Heat & Power Co.
Union Electric Co.
Green Lake Street Ry. Co.
North Seattle Cable Ry. Co.

CAPITAL STOCK.—Common stock, authorized, $5,000,000, issued, $4,875,000; par value, $100 per share.

Preferred stock, authorized and issued, $1,250,000, 6 p. c. non-cumulative.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $5,000,000, issued, $4,142,000; held in treasury for further acquisitions and improvements, $858,000; dated Mar. 1, 1900, due 1930; int. payable at office of Boston Safe Deposit & Trust Co., of Boston, Mass., trustee of mortgage.

The bonds of the constituent companies have been cancelled and there remain no underlying liens to the first mortgage bonds of the new company, which operates about 70 miles of railway and, in addition, the properties of the lighting and power plants named.

PLANT AND EQUIPMENT.—Miles of track, 66; electric, 52, cable, 14; gauge, 4 ft. 8½ in.; 45 to 70 lb. rail; 112 motor cars, 35 grip cars and 30 trail cars.

OFFICERS.—Pres. Jacob Furth, V. Pres. & Treas. H. B. Sawyer, Sec. Geo. Donworth, Asst. Treas. F. Dabney, Gen. Man. Stone & Webster (Boston, Mass.), Local Man. G. W. Dickinson, Asst. Man. D. P. Robinson, Pur. Agt. W. J. Grambs, Gen. Supt. of Rys. A. L. Kempster, Elecn. H. P. Lukes, Ch. Engr. H. D. Hanford, Mast. Mech. H. Gabriel.

DIRECTORS.—M. H. Young, C. J. Smith, Thomas Burke, F. K. Struve, Maurice McMicken, of Seattle; E. S. Webster, C. A. Stone W. C. Forbes, of Boston, Mass.

GENERAL OFFICE, 815 Second Ave., Seattle.

REFERENCES.—Notes on system, Vol. XVII, Apr 6, '01, p. 406 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 436.

Date of information, Dec., 1901. d

Seattle Traction Co.—Chartered in Dec., 1896, as the successor to the Seattle Consolidated Street Ry. Co., whose property was sold under foreclosure of mortgage. This company leased on Feb. 20, 1896, the property of the Green Lake Electric Ry. Co., on consideration of the payment of taxes. This company is now controlled by the Seattle Electric Co.

CAPITAL STOCK, authorized, $1,000,000, outstanding, $350,000.

FRANCHISES.—The company owns municipal franchises which were granted in 1895 and expire in 1945.

REFERENCES.—Franchise, Vol. IX, Jan., '93, p. 51; description of road, Vol. IX, May, '93, p. 314 (ill.). RAINIER RY. & POWER CO.—Reorganization, Vol. XI, Mar., '95, p. 183.

Date of information, Feb., 1901. z

First Avenue Cable Railway Co.—This company is a reorganization of the Front St. Cable Ry., and leases the North Seattle Cable Ry. Co. This company is now controlled by the Seattle Electric Co.

PLANT AND EQUIPMENT.—Miles of track (cable), 5.5; gauge, 4 ft. 8½ in.; 40 lb. girder rail; 14 grip cars; Frick-Corliss engines, Hammond, St. Louis and Woodman cars.

OFFICERS.—Pres. V. M. H. Hecht, V. Pres. & Gen. Man. O. D. Colvin, Sec. & Treas. Fred'k. A. Struve.

GENERAL OFFICE, Front St. Power House, Seattle, Wash.

Date of information, Feb., 1901. z

Seattle & Renton Railway Co.—Chartered in Dec., 1896, in perpetuity. Municipal franchise granted, 1891, for 25 years. This company has absorbed the Seattle & Rainier Beach Ry. Co., which owned municipal franchises, dated 1890, for 25 years.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 per cent. gold coupon bonds, authorized, $150,000, issued, $90,000, in treasury, $60,000 (see Note); dated June 1, 1899, due 1914; denom. $1,000; int. payable June and Dec., at the office of the State Street Trust Co., of Boston, Mass., trustee of mortgage.

NOTE.—Treasury bonds may be issued for extensions and improvements to 75 p. c. of actual cost, and may be called at 105 and accrued interest.

OPERATION.—Year ending Dec. 31,	1899.	1900.	1901.
Receipts from passengers	$25,959	$32,795	$40,421
" " other sources	7,739	8,170	9,180
" total	33,698	40,965	49,601
Operating expenses	18,989	23 553	27,768
Earnings from operation	14,709	17,412	21,833
Deductions from earnings.			
Interest	1,475	2,977	3,339
Taxes	499	730	794
New equipments, etc	7,814	7,628	4,682
Net income	5,921	6,077	13,018
P. c. operating expenses to total receipts	56.3		

PLANT AND EQUIPMENT —Miles of track (electric), 13 5; gauge, 4 ft. 8½ in.; 35 lb. 45 lb. and 56 lb. rails; 26 cars, of which 8 are motor cars, 3 trail cars and 15 freight cars; Gen. Elec. dynamos and motors, Brill and Northern cars, Brill trucks.

OFFICERS.—Pres., Gen. Man. & Pur. Agt. F. H Osgood, V. Pres. Herman Chapin, Sec. W. A. Peters, Treas. Boston National Bank, Supt. & Elecn. D. W. Brown.

DIRECTORS.—F. H. Osgood, H. Chapin, W. A. Peters.

GENERAL OFFICE, Seattle, Wash.

REFERENCES.—Description of road (brief), Vol. IX, May, '93, p. 316; description of balance weights, Vol. VII, Apr., '91, p. 170.

Date of information, Mar., 1902. z

Seattle City Railway Co.—In Feb., 1901, this property was still in the hands of receiver, no reorganization plans having been accepted. It is reported that Seattle Electric Co. interests are negotiating for control. The road has practically been rebuilt since receiver was appointed. In Mar., 1901, A. F. Haas was appointed to succeed W. A. Underwood as receiver.

CAPITAL STOCK, $600,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $600,000, issued, $441,000; dated Oct. 1, 1890, due 1910.

PLANT AND EQUIPMENT.—Miles of track (cable), 5; gauge, 3 ft.; 16 lb. T rail; 27 cars, of which 12 are grip cars and 15 trail cars.

OFFICER.—Receiver, Gen. Man. & Pur. Agt. A. F. Haas.

BONDHOLDERS' COMMITTEE.—Winthrop Smith, J, W. Longstreth, Philadelphia, Pa.; Albert Stone, Boston, Mass.

GENERAL OFFICE, Power House, Yesler Way, Seattle, Wash.

REFERENCE.—Description of road, Vol. IX, May, '93, p. 315.

Date of information, Mar., 1901. x

SEDALIA, MO.

Population in 1880, 9,561, in 1890. 15,231, in 1900, 18,234.

Sedalia Electric & Railway Co.—This company is a reorganization of the Electric Railway, Light & Power Co. of Sedalia, which was chartered Dec. 31, 1889, for 50 years. Municipal franchises granted in Jan., 1890, for 50 years. Annual meeting second Tuesday in Feb. In addition to its railway, this company owns a lighting plant and has a contract for lighting the city of Sedalia for 5 years from 1899. The Sedalia & Brown Springs Electric Ry. Co. has been consolidated with this company. On Feb. 16, 1900, this property was placed in the hands of receivers, and on Mar. 15, 1901, was sold at foreclosure sale to a committee of the bondholders, who will organize a new company without delay.

The report following is that of the old company before foreclosure.

CAPITAL STOCK, authorized and issued, $200,000.

FUNDED DEBT.—First consolidated 5 p. c. gold bonds, authorized, $400,000, issued, $140,000; dated Nov. 1, 1898, due 1938; denom. $1,000; coupon, but may be registered; int. payable May and Nov.; at office of United States Mortgage & Trust Co., trustee.

Electric Ry., Light & Power Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; dated Aug. 1, 1892, due 1912; int. payable Feb. and Aug., at office of Fourth Nat'l Bank, of New York City; trustee of mortgage, Kansas Loan & Trust Co., of Topeka, Kan.

Sedalia & Brown Springs Electric Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized, $80,000, issued, $50,000; dated Dec. 1, 1894, due 1914.

NOTE.—The first mortgage bonds may be called for payment on any interest day after 1897 at 4 p. c. premium, and on any interest day after 1907 at 30 days' notice. By the terms of the mortgage, 5 p.c. of the whole loan is to be passed to a sinking fund after 1901, for the final redemption of the bonds.

PLANT AND EQUIPMENT.—Miles of track (electric), 29; gauge, 4 ft. 8½ in.; 35 lb. T rail; 15 cars, of which 10 are motor cars and 5 trail cars; Buckeye & Phœnix engines, Gen. Elec. and Sprague dynamos and motors, St. Louis cars and trucks.

OFFICERS.—Recvrs. Henry C. Flower and Wm. F. Waller, Pres. S. H. G. Stewart, V. Pres. J. C. Van Riper, Sec. A. C. Zimmerman, Treas. C. H. Reeve, Supt. R. B. Hammer.

REFERENCE.—Pleasure park, Vol. XIII, May, '97, p. 290.

GENERAL OFFICE, 117 E. 3rd St., Sedalia, Mo.

Date of information, Apr., 1901. z

SELMA, ALA.

Population in 1880, 7,529, in 1890, 7,626, in 1900, 8,713, in 1901 (through extension of city limits), 15.000.

Selma Street & Suburban Railway Co.—Chartered Dec. 3, 1866.

CAPITAL STOCK, $50,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 motor cars and 2 trail cars.

OFFICERS.—Pres. & Treas. Col. F. M. Abbott (New Orleans, La.), Sec., Pur. Agt. & Supt. W. R. Hall, Ch. Elecn. John F. Knowlin.

GENERAL OFFICE, Selma, Ala.

Date of information, Mar., 1902. z

SHAMOKIN, PA.

Estimated population of Shamokin and immediate suburbs, 30,000.

Shamokin & Edgewood Electric Railway Co.—Chartered May 26, 1900, as a reorganization of the Shamokin Street Ry. Co., which was chartered July 24, 1889, for 99 years. In 1897 the road was so hampered by litigation that several times it was proposed to abandon the property, a condition which continued until the spring of 1898, when a partial reorganization was effected. During 1898, 1899 and part of 1900 street paving kept the roadway so obstructed that comparatively little business could be done during the Park season, and in May, 1900, the company was thoroughly reorganized.

CAPITAL STOCK, authorized, $60,000, par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, issued, $60,000; int. payable at office of Guarantee Trust & Safe Deposit Co., of Shamokin, Pa. Trustee of mortgage, Hon. S. P. Wolverton.

OPERATION.—Year ending June 30,	1896.	1897.	1899.	1900.	1901.
Receipts from passengers	$12,009	$11,484	$ 9,338	$13,027	$19,100
" other sources	9,506		9,695	145	236
" total	21.515	11,484	19,033	13,172	19,336
Operating expenses	16,116	10,115	33,578	11,756	18,194
Earnings from operation	5,399	1,369	*14,545	1,416	1,142
Deductions from earnings.					
Interest	1,500	1,125	750	1,000	3,000
Taxes			62	5	318
Other deductions		175	80		
Net income				411	*2,176

* Deficit.

DIVIDENDS.—In 1893, 2 p. c.; in 1896, 4 p. c.

Please note date of information at end of each report.

This company made no operating report for the year ending June 30, 1898.

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$40,483	$47,000	$50,361
" equipment	22,165	13,000	13,650
Franchises		60,000	60,000
Bonds of other companies	789		
Cash		988	2,130
Total	$63,437	$120,988	$126,141
LIABILITIES.			
Capital stock	$26,700	$60,000	$60,000
Funded debt	21,300	60,000	60,000
Accrued interest		250	3,000
Accounts payable	15,437		
Profit and loss (surplus)		738	3,141
Total	$63,437	$120,988	$126,141

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 5 ft. 2 in.; 48½ lb. and 60 lb. T and girder rail; 13 motor cars; Gen. Elec. and West. dynamos and motors. Brill cars.

OFFICERS.—Pres. Monroe H. Kulp, V. Pres. G. Gilbert Kulp, Sec. & Treas. D. C. Kaseman, Supt. Jerome Reed.

DIRECTORS.—Monroe H. Kulp, G. Gilbert Kulp, D. C. Kaseman, H. W. Shuman, W. J. Wiest, Jerome Reed, all of Shamokin, Pa.

GENERAL OFFICE, 409 E. Sunbury St., Shamokin, Pa.

REFERENCE.—Pleasure park, Vol. XIII, May '97, p. 292.

Date of information, Mar., 1902. z

Shamokin & Mt. Carmel Electric Railway Co.—Chartered Oct. 18, 1892, for 999 years. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $500,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000; dated Dec., 1893, due 1923; denom. $100, $500 and $1,000; int. payable June and Dec., at office of Pennsylvania Co. for Insurance of Lives & Granting Annuities, of Philadelphia, Pa., trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers	$56,313	$46,103	$41,540	$44,565	$63,589
" other sources	1,434	1,070	400	353	594
" total	57,747	47,173	41,940	44,918	64,183
Operating expenses	27,924	27,209	26,509	27,727	30,483
Earnings from operation	29,823	19,964	15,431	17,191	33,700
Deductions from earnings.					
Interest	26,250	32,500	30,000	30,000	10,000
Taxes	2,210	2,758	593	518	851
Rentals, insurance, etc.	1,693	2,060	2,390	1,357	28,521
Net income	*330	*17,354	*17,552	*14,694	*5,672

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Road, equip. and franchise	$1,033,523	$1,039,523	$1,041,134	$1,055,526
Material on hand	1,500	1,500	1,278	1,500
Office fixtures, etc	2,350	2,350	2,350	2,350
Cash balance	1,131	168	1,436	3,935
Bonds of S. & Mt. C. E. Ry. Co. (4 p. c.)				1,500
Other assets	6,000	1,754	1,611	
Profit and loss (deficit)	15,829	31,228	45,913	21,575
Total	$1,060,333	$1,076,523	$1,093,722	$1,086,386
LIABILITIES.				
Capital stock	$500,000	$500,000	$500,000	$500,000
Funded debt	500,000	500,000	500,000	500,000
Accrued interest	19,000	47,500	77,500	63,368
Loans and notes				23,018
Other liabilities	41,333	29,023	16,222	
Total	$1,060,333	$1,076,523	$1,093,722	$1,086,386

PLANT AND EQUIPMENT.—Miles of track (electric), 19.25; gauge, 4 ft. 8½ in.; 58 lb. 60 lb. and 70 lb. T and girder rail; 22 motor cars, of which 10 are closed cars and 12 open cars; Allis engines, Gen. Elec. dynamos and motors, Brill & St. Louis cars, Brill, Peckham and St. Louis trucks.

OFFICERS.—Pres. G. M Smith, Mt. Carmel, Pa.; V. Pres. David Rebstock, Lebanon, Pa.; Sec. H. S. Snavely, Lancaster Junction, Pa.; Treas. C. Smith, Annville, Pa.; Supt. & Elecn. Wm. P. Marr.

DIRECTORS.—H. S. Snavely, Lancaster; J. L. Stehman, I. G. Erb, Lititz, Pa.; Thos. M. Righter, Mt. Carmel, Pa.; Martin Markle, Shamokin, Pa.; Morris Williams, Willkesbarre, Pa.; C. Smith.

GENERAL OFFICE, McConnell-McWilliams Bldg., Shamokin, Pa.

Date of information, Mar., 1902. z

SHARON, PA.

Population in 1880, 5,684, in 1900, 8,916.

Youngstown-Sharon Railway & Light Co. (See Youngstown, O.)

The Valley Street Railway Co.—Chartered Mar. 4, 1895, as a successor to the Shenango Valley Street Ry. Co., which was bought by the company at sheriff's sale on Mar. 4, 1895. Annual meeting second Thursday in May. This road has been rebuilt and re-equipped and is now a part of the railway system of the Youngstown-Sharon Railway & Light Co.

CAPITAL STOCK, authorized and issued, $150,000; par value, $50. per share.

FUNDED DEBT.—Shenango Valley Street Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $50,000; dated Nov. 1, 1892, due 1912; int. payable May and Nov.; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Shenango Valley Street Ry. Co.'s second mortgage 6 p. c. gold bonds, authorized and issued, $25,000; dated July 1, 1894, due 1914; int. payable Jan. and July; trustee of mortgage, Union Trust Co., of Pittsburgh, Pa.

Third mortgage 5 p. c. gold bonds, authorized and issued, $75,000; dated Jan. 1, 1901, due 1931; int. payable Jan. and July, at office of New York Security & Trust Co., New York City, trustee of mortgage.

PLANT AND EQUIPMENT—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 70 lb. T and 90 lb. girder rail; 20 motor cars. Operated by Gen. Elec. rotary transformers. Current taken from Youngstown Consolidated Gas & Electric Co.

OFFICERS.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery, Gen. Supt. Godfrey Morgan, Audr. S. C. Rogers.

DIRECTORS.—H. A. Whipple, W. L. Wallis, M. A. Norris, R. Montgomery, Alex. McDowell.

Date of information, Jan., 1902. z

Sharon & Wheatland Street Railway Co.—Chartered Sept. 15, 1899. Commenced operation July 11, 1901. This road is a part of Youngstown-Sharon Ry. & Light Co.'s system.

CAPITAL STOCK, $50,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, issued $50,000; int. payable at office of New York Security & Trust Co., trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.4; gauge, 4 ft. 8½ in.; 70 lb. T and 92 lb. girder rail.

OFFICERS.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. R. Montgomery, Gen Supt. Godfrey Morgan, Audr. S. C. Rogers.

Date of information, Jan., 1902. z

Sharon & New Castle Street Railway Co.—This company has 17 miles of electric railway under construction, and is a part of the Youngstown & Sharon Railway & Light Co.'s system. The track will be laid with 70 lb. T and 94 lb. girder rail; 4 ft. 8½ in. gauge.

Date of information, Jan., 1902. z

SHEBOYGAN, WIS.

Population in 1880, 7,314; in 1890, 16,359, in 1900, 22,962.

Sheboygan Light, Power & Railway Co.—Chartered June, 1895. Municipal franchises granted 1885 and 1895. Annual meeting first Monday in July. This company is a consolidation of the Sheboygan City Ry. Co. and the Electric Lighting Co., and now operates an extension of 6 miles to Sheboygan Falls.

CAPITAL STOCK, authorized, $200,000, issued, $141,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized $400,000, issued, $265,000; int. payable Apr. & Oct. at office of Mercantile Trust Co., New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 19; gauge, 4 ft. 8½ in.; 48 lb. and 60 lb. T rail; 5 horses, 11 motor cars and 11 trail cars; 300 K. W. station plant; West. and Weisel & Vilter engines, Walker motors, Gen. Elec. and Walker dynamos, Brill and Laclede cars; McGuire trucks.

OFFICERS.—Pres. G. B. Mattoon, V. Pres. & Man. J. M. Saemann, Sec. E. L. Debell, Supt. Pur. Agt. & Ch. Elecn. H. J. Pagel, Ch. Engr. E. J. Zufelt.

DIRECTORS—G. B. Mattoon, J. M. Saemann, F. I. Saemann, E. L. Debell, H. E. Thomas.

GENERAL OFFICE, 428 North 8th St., Sheboygan, Wis.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar. '97, p. 152; description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Dec., 1901. d

Please note date of information at end of each report.

SHEBOYGAN FALLS, WIS.

Population in 1900, 1,301.

Sheboygan-Elkhart Lake Railway & Electric Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 28.

OFFICERS.—Pres. John A. Saemann, V. Pres. Sigmund Blumenfeld, Sec. P. P. Brueckbauer, Treas. Stedman Thomas, Ch. Elecn. Dugald C. Jackson.

POWER STATION, at Sheboygan Falls, Wis.

Date of information, Jan., 1902. d

SHELBYVILLE, IND.

Population in 1900, 7,169.

Indianapolis, Shelbyville & Southeastern Traction Co.—This road is now under construction, and will be completed July 1, 1902.

PLANT AND EQUIPMENT.—Miles of track (electric), 25.25; 7 cars.

OFFICERS.—Pres. Ed. K. Adams, V. Pres. Albert De Prez, Sec. T. E. Goodrich, Treas. John R. Messick.

POWER STATION, at Shelbyville, Ind.

Date of information, Mar., 1902. z

SHELBURNE FALLS, MASS.

Population in 1880, 1,621, in 1890, 1,553, in 1900, 1,508.

Shelburne Falls & Colrain Street Railway Co.—Annual meeting third Tuesday in Oct.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds $50,000, dated 1896, due 1916. Bonds may be called at option of the company after Sept. 1, 1901.

OPERATION.—Year ending Sept. 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$ 6,885	$ 7,179	$ 7,047	$ 7,224
" " other sources.	4,873	5,717	5,899	6,066
" total	11,758	12,896	12,946	13,290
Operating expenses	8,013	7,872	8,672	8,221
Earnings from operation	3,745	5,024	4,274	5,069
Deductions from earnings.				
Interest on funded debt.	2,893	2,990	3,000	3,000
" " floating debt.	468	468	433	410
Taxes	295	233	245	216
Other deductions	117			
To surplus account	*28	1,333	596	1,442
Total surplus	*936	396	991	2,433

*Deficit.

OPERATING EXPENSES.

	10 mos. ending Sept. 30, 1897.	Year ending Sept. 30, 1898.	1899.	1900.
General expenses	$1,463	$ 864	$ 620	$1,186
Maintenance of way & bdgs.	1,373	1,354	1,329	938
" " equipment.	359	352	344	471
Transportation expenses	9,043	5,443	5,579	6,077
Total	$9,237	$8,013	$7,872	$8,672

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried	158,988	162,598	159,997	162,637
Car miles run	30,361	30,887	30,887	54,236
Total rec'pts p. car mile run.	$.387	$.417	$.419	$.245
Operating exp. per car mile.	.264	.255	.280	.152

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 68,976	$ 70,226	$ 70,755	$ 70,755	$ 70,755
" " equipment	10,176	10,275	10,687	10,687	10,687
Land and buildings	25,487	25,780	26,013	26,555	26,591
Cash & current assets	838	584	640	838	1,068
Other assets	728	683	769	784	654
Profit & loss (deficit)	909	936			
Total	$107,115	$108,484	$108,864	$109,619	$109,755
LIABILITIES.					
Capital stock	$50,000	$50,000	$50,000	$50,000	$50,000
Funded debt	41,600	49,700	50,000	50,000	50,000
Loans & bills payable	15,296	8,100	7,838	8,020	6,699
Accrued interest	220	684	630	662	623
Profit & loss (surplus)			396	991	2,433
Total	$107,115	$108,484	$108,864	$109,619	$109,755

PLANT AND EQUIPMENT.—Miles of track (electric), 7; 5 motor cars, 8 other cars, 1 snow plow.

OFFICERS.—Pres. C. A. Marcy, V. Pres. F. J. Canedy, Sec. Edwin Baker, Treas. F. E. Merrick, Supt. H. B. Upton.

DIRECTORS.—F. J. Canedy, Edwin Baker, F. L. Davenport, Herbert Newell, J. C. Wood, Lorenzo Griswold, Chas. A. Marcy.

GENERAL OFFICE, Shelburne, Falls, Mass.

Date of information, Dec., 1901. b

SHELTON, CONN.

Population in 1880, 1,352, in 1890, 1,952, in 1900, 2,837.

Shelton Street Railway Co.—Chartered Nov. 12, 1895. This road is now owned and operated by the Connecticut Ry. & Lighting Co.

CAPITAL STOCK, authorized and issued, $75,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $250,000, issued, $177,000; due Oct. 1, 1926; denom. $1,000; int. payable Apr. and Oct.

OPERATION.—	Year ending June 30, 1899.	1900.	6 mos. ending Dec. 31, 1900.
Total receipts	$6,305	$31,657	$24,881
Operating expenses	5,262	17,924	12,797
Earnings from oper	1,043	13,733	12,084
Taxes		2,105	1,139
Interest		140	4,465
Net income		11,488	6,481

OPERATING EXPENSES.

6 months ending Dec. 31, 1900.

General expenses	$2,616
Transportation expenses	7,530
Maintenance of way and buildings	2,650
Total	$12,796

STATISTICS OF TRAFFIC.

	Year ending June 30, 1900.	6 mos. ending Dec. 31, 1900.
Passengers carried	700,413	431,620
Car miles run	170,368	113,118
Total receipts per car mile	$.185	$.220
Operating expenses per car mile	.152	.113

BALANCE SHEET.—Dated ASSETS.	1898.	June 30, 1899.	1900.	Dec. 31, 1900.
Cost of road	$49,567	$88,520	$284,709	$300,413
" equipment	6,982	13,674		
Cash	5,932	15,895	6,427	2,240
Accounts receivable	892	11	2,518	3,270
Other assets	15,000	51,864		223
Total	$78,373	$169,964	$293,654	$306,147
LIABILITIES.				
Capital stock	$75,000	$75,000	$75,000	$75,000
Funded debt			177,000	177,000
Accounts payable	652	39,518	26,892	29,700
Accrued liabilities			9,175	12,598
Contractors account		3,582		
Profit and loss (surplus)	2,721	51,864	5,587	11,848
Total	$78,373	$169,964	$293,654	$306,147

PLANT AND EQUIPMENT.—Miles of track (electric), 12; 70 lb. rail; 5 motor cars; Gen. Elec. dynamos and motors, Stephenson cars.

OFFICERS.—Pres. A. M. Young, 1st V. Pres. Randal Morgan, 2d V. Pres. M. J. Warner, Sec. H. G. Runkle, Treas. Lewis Lillie, Asst. Sec. & Asst. Treas. James Ball, Gen. Man. Walton Clark, Supt. J. E. Sewell, Waterbury.

DIRECTORS.—Allen W. Paige, Bridgeport, Conn.; A. M. Young, M. J. Warner, Branford; H. G. Runkle, Plainfield, N. J.; Randal Morgan, Philadelphia.

GENERAL OFFICE, Derby, Conn. Executive office, 100 Broadway, N. Y. City.

Date of information, Sept., 1901. b

SHENANDOAH, PA.

Population in 1880, 10,147, in 1890, 15,944, in 1900, 20,321.

Shenandoah Electric Street Railway Co.—This road is now in course of construction.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; 8 cars.

OFFICERS.—Pres. Hamilton Godfrey, Reading, Pa.; Sec. M. H. Reutschler, Ringtown, Pa.; Treas. J. W. Johnson, Shenandoah, Pa.

Date of information, Feb., 1901. z

Please note date of information at end of each report.

SHERBROOKE, QUE.

Population in 1900, 12,300.

Sherbrooke Street Railway Co.—Chartered in 1895, in perpetuity. Municipal franchise granted in 1896, for 30 years. Annual meeting first Monday in Dec.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.75; gauge, 4 ft. 8½ in.; 60 lb. rail; 12 motor cars; Canadian Gen. Elec. dynamos and motors; Rhodes & Curry cars; Peckham trucks; water power.

OFFICERS.—Pres. John W. Burke, V. Pres. P. W. Clement, Sec., Treas. & Man. Ralph Denio, Supt. & Elecn. T. E. Smith.

DIRECTORS.—J. W. Burke, P. W. Clement, Edgar Harding, S. L. Clough, William Morris, F. J. Griffith, H. Dudley Smith.

PRESIDENT'S OFFICE, 45 Broadway, New York City; Secretary's Office, Sherbrooke, Que.

Date of information, Jan., 1902. z

SHERMAN, TEX.

Population in 1880, 6,093, in 1890, 7,335, in 1901 (local estimate), 14,000. Population of Denison, 1901 (local estimate), 15,000.

Denison & Sherman Railway Co.—Chartered Aug. 27, 1900, for 50 years. Franchises in Sherman and Denison granted in May, 1900, for 50 years. Annual meeting first Tuesday in Feb. This company is a consolidation of the Denison Street & Electric R. R. Co., the Sherman City Street R. R. Co., and the College Hills & Park Line Co.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $300,000; dated Jan. 1, 1901, due Dec. 31, 1931; denom. $1,000; coupon, but may be registered; subject to call on three months' notice at 105 after 1911; int. payable Jan. and July, at office of Farmers' Loan & Trust Co., of Chicago, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 15, local, 5, interurban, 10; gauge, 4 ft. 8½ in.; 70 lb. T rail; 9 motor cars, 11 trail cars, 1 dummy; 700 H. P. station plant; Allis engines, West. generators and motors, Jewett, Laclede and Brownell cars, Peckham trucks.

OFFICERS.—Pres. & Treas. J. P. Crerar, V. Pres. John Crerar, Sec. & Gen. Man. Frederick H. Fitch, Supt. Henry T. Morrison, Ch. Engr. Oscar Knowles.

DIRECTORS.—J. P. Crerar, Fred'k H. Fitch, A. G. Moseley, G. L. Blackford, C. S. Cobb, Denison; Thomas Randolph, J. W. Blake, Sherman; John Crerar, John E. Owens, Chicago, Ill.

GENERAL OFFICE, Denison, Texas.

POWER STATION, Woodlohe midway on line between Denison & Sherman.

Date of information, Jan., 1902. z

SHREVEPORT, LA.

Population in 1880, 8,009, in 1890, 11,979, in 1900, 16,013.

Shreveport City Railroad Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; gauge, 4 ft. 8½ in.; 70 lb. T rail; 11 motor cars, 7 trail cars; Ide and Taylor engines, 200 H. P., Gen. Elec. and T. & H. generators, Gen. Elec. and West. motors, American cars, Baltimore trucks.

OFFICERS.—Pres. W. B. Jacobs, V. Pres. M. L. Scovell, Sec. W. T. Crawford, Treas. W. J. Bayersdorffer, Gen. Man. L. M. Levinson, Elecn. R. A. Smith.

GENERAL OFFICE, Market St., Shreveport, La.

Date of information, Mar., 1901. z

SING SING, N. Y.

[NAME OF CITY CHANGED TO OSSINING, MAR., 1901.]

Population in 1880, 6,578, in 1890, 9,352, in 1900, 7 939.

Ossining Electric Railway Co.—Chartered Apr. 30, 1892. This company is a consolidation on Mar. 3, 1893, of the Ossining Street Ry. Co. and the Ossining Street Electric Ry. Co. Annual meeting second Monday in Apr. This company was purchased by the Westchester Traction Co., who took possession and control of the road on Jan. 1, 1902.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $100,000; dated June 15, 1893, due 1913; int. payable June and Dec.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.....	$19,738	$18,977	$18,486	$19,583	$18,505
" other sources..	281	175	258	100	
" total.....	20,019	19,152	18,744	19,683	18,505
Operating expenses	19,223	17,458	19,232	19,171	19,287
Earnings from operation	796	1,694	*488	512	*782
Deduc. from earnings.	1897.	1898.	1899.	1900.	1901.
Interest on bonds...	6,000	6,000	6,000	6,000	6,000
Taxes.....	800	800	202	725	644
Net deficit.....	6,003	5,106	6,690	6,213	7,426
Total deficit.....	3	5,109	11,799	18,012	25,437

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried.....	464,493	344,534	389,035	369,201
Car miles run.....	153,300	153,300	153,300	153,300
Total receipts per car mile.....	$.125	$.122	$.128	$.12
Operating expenses per car mile..	.114	.126	.125	.125

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip..	$205,814	$205,814	$205,814	$205,814	$205,814
Cash and current assets.	674	1,335	387	702	711
Profit and loss (deficit)..	3	5,109	11,799	18,012	25,437
Total.....	$206,491	$212,258	$218,000	$224,528	$231,962
LIABILITIES.					
Capital stock.....	$100,000	$100,000	$100,000	$100,000	$100,000
Funded debt.....	100,000	100,000	100,000	100,000	100,000
Bills payable.....	491	258			1,962
Interest due & accrued..					30,000
Other liabilities.....	6,000	12,000	18,000	24,528	
Total.....	$206,491	$212,258	$218,000	$224,528	$231,962

PLANT AND EQUIPMENT.—Miles of track (electric), 2.6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 7 motor cars and 4 trail cars, 1 snow plow; Ball & Wood and McI. & S. engines, Gen. Elec. dynamos and motors, Gilbert cars.

OFFICERS.—Pres. T. F. Barret, V. Pres. & Gen. Man. Geo. W. Mock, Sec. G. A. McOmber, Treas. H. M. Shaw, Supt. C. D. Maleady, Elecn. James Kay, Ch. Engr. of Power Station Wm. Atkins.

GENERAL OFFICE, 115 Broadway, New York.

Date of information, Mar., 1902. z

SIOUX CITY, IA.

Population in 1880, 7,366, in 1900, 33,111.

Sioux City Traction Co.—Organized in May, 1894, to purchase and operate the Sioux City Street Ry. Co. (chartered 1883), sold under foreclosure of mortgage. Annual meeting second Thursday in Sept. On May 15, 1899, this company absorbed the Riverside Park Ry. Co., the Sioux City & Leeds Electric Ry. Co., Central Traction Co., the South Sioux City Traction Co., and the Sioux City Transit Co., being all the street railway companies operating in Sioux City.

CAPITAL STOCK, authorized, $1,200,000; issued, $1,100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $750,000; dated July 1, 1899, due 1919; denom. $1,000; int. payable Jan. and July at the offices of the Bank of Montreal, trustee of mortgage, in Montreal, Chicago or New York.

NOTE.—The new securities mentioned above will be used for purchasing the new lines above mentioned, in paying off the floating debt of the company and in making improvements, $100,000 to be applied to the latter item.

PLANT AND EQUIPMENT.—Miles of track (electric), 40.5; 79 cars, of which 49 are motor cars and 30 trail cars; 1,200 H. P. station plant; Allis and Sioux City engines; West. dynamos; West. Gen. Elec. and Sprague motors.

OFFICERS.—Pres. J. S. Lawrence, V. Pres. & Treas. Abel Anderson, Sec. J. H. Ricker, Gen. Man. E. L. Kirk, Supt. E. O. Holmes, Ch. Engr. M. W. Lake, M. Mech. C. M. Feist.

DIRECTORS.—J. S. Lawrence, Abel Anderson, John P. Allison, J. W. DeC. O'Grady, J. S. Goodwin.

GENERAL OFFICE AND POWER STATION, 3d and Water Sts., Sioux City, Ia.

REFERENCES.—Description of road, Vol. IX, Mar., '93, p. 157 (ill.); construction (brief), Vol. XII, July, '96, p. 410; operating detail, Vol. XIV, Apr., '98, p. 195; description of road, Vol. XIV, Aug., '98, p. 439; description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Dec., 1901. d

SIOUX FALLS, S. DAK.

Population in 1880, 2,164, in 1890, 10,177, in 1900, 10,266.

City Street Railway Co.—Chartered Mar. 22, 1887. In May, 1899, this property was purchased by a syndicate of eastern men and the entire capital stock and bonds are in possession of Theron Davis of New York City. Operation of the road was suspended Jan. 2, 1901, pending decision in litigation with the city over its franchise.

PLANT AND EQUIPMENT.—Miles of track (horse), 9; gauge, 4 ft., 8½ in.; 30 lb. rail; 40 horses, 6 horse cars.

OFFICERS.—Pres. R. F. Pettigrew, V. Pres. L. T. Dunning, Sec. & Treas. S. L. Tate, Supt. Theron Davis.

GENERAL OFFICE, Sioux Falls, S. Dak.; New York Office, 52 Broadway.

Date of information, Dec., 1901. d

SKOWHEGAN, ME.

Population in 1880, 3,860, in 1890, 5,068, in 1900, 4,266.

Skowhegan & Norridgewock Railway & Power Co.—Chartered Aug. 28, 1894. Annual meeting in Jan.

CAPITAL STOCK, $50,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $50,000; dated 1894, due 1914.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$4,88	$5,012	$4,055	$3,013	$3,069
Operating expenses	4 823	5,207	4,665	2,523	2,517
Earnings from operation	59	*195	*610	490	552
Deductions from earnings.					
Interest		3,050	3,054	3,120	3,180
Taxes	54	10	52	57	42
Surplus	5	*3,255	*3,716	*2,687	*2,670
Total deficit	529	3,784	7,500	10,187	12,857

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 136
Transportation expenses	1,915
Maintenance of road and buildings	438
Maintenance of equipment	27
Total	$2,517

STATISTICS OF TRAFFIC.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	48,836	91,029	72,442	55,254	54,323
Car miles run	34,944	38,479	35,650	21,560	23,184
Gross receipts per car mile	$.140	$.130	$.114	$.140	$.132
Operating exp. per car mile	.138	.135	.131	.117	.109

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road & equip.	$ 58.000	$ 58.000	$ 58,000	$ 58,000	$ 58,000
Other per. invest		1,469	1,746	2,012	2,043
Cash	500	430		578	877
Bills & accts receiv.		56			
Material & supplies.	1,000	1,000	800	850	
Profit & loss (deficit)	40,500	53,255	57,465	59,371	62,079
Total	$100,000	$114,210	$118,011	$120,811	$123,000
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50.000	$ 50,000	$ 50,000
Funded debt	50,000	50,000	50,000	50,000	50,000
Bills & acc. payable		2,200	3,000	2,800	3,000
Accrued taxes		10	11	11	
Matured interest		12,000	15,000	18,000	20,000
Total	$100,000	$114,210	$118,011	$120,811	$123,000

PLANT AND EQUIPMENT.—Miles of track (electric), 5.85; gauge, 4 ft. 8½ in.; 50 lb. T rail; 5 motor cars; West. dynamos and motors, Jackson & Sharp cars; water power.

OFFICERS.—Pres. R. W. Brown, Sec. Turner Buswell, Treas. J. P. Clark, Supt. & Pur. Agt. C. J. Abbey.

DIRECTORS.—R. W. Brown, A. F. Gerald, L. C. Emery, J. P. Clark, A. H. Weston.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Aug., 1901. b

Somerset Traction Co.—Chartered in 1895 in perpetuity. This road commenced operation on June 6, 1896.

CAPITAL STOCK, authorized, $200,000, issued, $29,800.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized and issued $75,000; dated May 1, 1896, due 1926; denom. $1,000; int. payable at office of Second National Bank, of Skowhegan, Me., trustees of mortgage, R. B. Shepherd, J. O. Smith, T. H. Anderson.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$9,997	$12,356	$12,976	$13,638	$23,221
Operating expenses	5,177	7,083	9,985	10,788	18,534
Earnings from operation	4 820	5,273	2,991	2,850	4,687
Deductions from earnings.					
Interest		1,603	878	1,307	290
Taxes	57	77	190	226	218
Other deductions				4,707	900
Net income	4,763	3,593	1,923	*3,390	3,279
Total surplus	$5,369	$8,962	10,885	6,495	*2,534

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 1,871
Transportation expenses	5,568
Maintenance of roadway and buildings	1,817
" " equipment	821
Total	$10,077
Operation of Lakewood Park	$8,457

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	92.384	117,448	108,506	120,780
Car miles run	77,371	80,610	79,116	85,463
Total receipts per car mile	$.159	$.161	$.172	$.272
Operating expenses per car mile	.091	.123	.136	.217

BALANCE SHEET.—Dated June 30.

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$72,986	$72,986	$82,986	$83,588
" " equipment	14,056	14,056	22,000	23,869
Other permanent invests	8,878	19,770	16,637	20,622
Cash				746
Bills and accts. receivable	1,326	529		570
Materials and supplies				556
Total	$97,246	$107,341	$121,623	$129,951
LIABILITIES.				
Capital stock	$30,000	30,000	$29,800	$29,800
Funded debt			75,000	75,000
Loans and bills payable	58,284	66,456	16,823	18,719
Current liabilities				397
Profit and loss (surplus)	8,962	10,885		6,034
Total	$97,246	$107,341	$121,623	$129,951

PLANT AND EQUIPMENT.—Miles of track (electric), 12.48; gauge, 4 ft. 8½ in.; 40 lb. T rail; 7 motor cars; 200 H. P. station plant; Gen. Elec. dynamos and motors, Briggs cars, Peckham trucks.

OFFICERS.—Pres. & Gen. Man. F. W. Briggs, Sec. J. O. Smith, Treas. Edith S. Shepherd, Elecn. C. H. Jacobs.

DIRECTORS.—F. W. Briggs, J. O. Smith, J. P. Oak, A. G. Blunt, S. W. Gould, L. Anderson, T. H. Anderson.

GENERAL OFFICE, Skowhegan, Me.

Date of information, Mar., 1902. z

SOUDERTON, PA.

Population in 1900, 750.

Inland Traction Co.—Chartered Oct. 14, 1898, for 999 years. This company has been merged with the Philadelphia & Lehigh Valley Traction Co.

Date of information, Feb., 1902. z

SOUTH BEND, IND.

Population in 1880, 13,280, in 1890, 21,819, in 1900, 35,999.

Indiana Railway Co.—This company was organized Mar. 15, 1899, by the consolidation of the South Bend Street Ry. Co., the Indiana Electric Ry. Co., the General Power & Quick Transit Co., the South Bend & Elkhart Ry. Co. and the Elkhart, Goshen & Southern Ry. Co. Franchise perpetual in South Bend, Mishawaka and Goshen, and expires 1926 in Elkhart. This company operates all local electric lines in, and an interurban line between the above named cities.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, outstanding, $900,000; coupon, but may be registered, dated Jan. 1, 1900, due 1930; denom. $1 000; sinking fund, $10,000 per annum, begins Jan., 1905; int. payable at office of Girard Trust Co., of Philadelphia, Pa., or at office of Standard Trust Co,, of New York.

PLANT AND EQUIPMENT.—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 70 lb. T rail; 65 motor cars, 3 power stations, Buckeye and Corliss engines, Gen. Elec. generators, West. motors.

OFFICERS.—Pres. Arthur Kennedy, V. Pres. & Gen. Man. J. McM. Smith, Sec. & Treas. James B. McCance.

DIRECTORS.—Arthur Kennedy, Pittsburgh, Pa.; J. McM. Smith, Walter Lyon, James B. McCance, W. L. Stonex.

GENERAL OFFICE, South Bend, Ind.

Date of information, Mar., 1902. z

SOUTHBRIDGE, MASS.

Population in 1880, 6,464, in 1890, 7,655, in 1900, 10,025.

Southbridge & Sturbridge Street Railway Co.—This company commenced operation on Aug. 28, 1896.

CAPITAL STOCK, authorized and issued, $60,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued. $60,000, dated Jan. 1, 1897, due 1917; denom. $500; int. payable Jan. and July, at office of International Trust Co., of Boston, trustee of mortgage.

NOTE.—The first mortgage bonds may be called for payment after 5 years, and at a price of 103 and accrued interest.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$25,149	$28,531	$30,507	$31,063	$28,329
Operating expenses	17,663	19,062	20,342	21,165	21,272
Earnings from operation.	7,486	9,469	10,164	9,898	7,057
Deductions from earnings.					
Int. on funded debt	750	2,625	3,000	3,000	3,000
" " floating debt	1,880	230	280	491	589
Taxes	350	974	968	1,208	1,413
Other deductions	866	3,041	3,588	4,070	
Net income	3,640	2,598	2,328	1,129	2,056
Dividends paid	1,200	3,000	2,400	2,400	
Surplus	2,440	*402	*72	*1,270	
Total surplus	4,881	4,099	4,027	2,463	4,519

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 3,544	$ 3,179	$ 2,561	$ 2,447	$ 2,172
Maint. of ways and bldgs.	745	635	1,842	1,297	920
" " equipment	581	786	1,042	1,626	2,133
Transportation expenses.	12,793	14,462	14,897	15,795	16,048
Total	$17,663	$19,062	$20,342	$21,165	$21,272

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	501,765	552,586	581,461	588,529	557,728
Car miles run	130,856	149,588	144,298	149,870	146,328
Total recpts. per car mile.	$.192	$.186	$.211	$.207	$.193
Oper. exp. per car mile..	.135	.127	.141	.141	.146

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 89,789	$ 90,897	$ 91,034	$ 91,034	$ 91,156
" equipment	18,572	19,431	21,584	22,012	22,544
Other perm. invests.	8,574	14,542	18,342	18,600	18,656
Cash	71	999	250	157	1,670
Other assets	1,501	1,980	2,067	2,706	1,524
Total	$118,506	$127,849	$133,277	$134,509	$135,551
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	50,000	60,000	60,000	60,000	60,000
Loans and bills payable.	3,000	3,000	8,500	11,000	10,000
Accrued liabilities	625	750	750	1,046	1,032
Profit and loss (surplus).	4,881	4,099	4,027	2,463	4,519
Total	$118,506	$127,849	$133,277	$134,509	$135,551

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 65 lb. rail; 11 motor cars; Gen. Elec. dynamos and motors, Laconia cars, Bemis trucks.

OFFICERS.—Pres. C. D. Paige, Sec. J. M. Cockran, Treas. F. L. Chapin, Supt. Herbert H. Morse, Mast. Mech. & Elecn. W. Adams.

DIRECTORS.—C. D. Paige, Hiram C. Wells, F. L. Chapin, G. W. Wells, A. B. Wells, W. A. Bailey, J. M. Cochran.

GENERAL OFFICE, Southbridge, Mass.

REFERENCE.—Description of park, Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1902. b z

Worcester & Southbridge Street Railway Co.—This company is the successor of the Southbridge & Charlton Depot Street Ry. Co., whose franchise expired, and the road is under construction.

CAPITAL STOCK, authorized, $200,000.

FUNDED DEBT, $225,000.

OFFICERS.—Pres. Fred Thayer, V. Pres. & Audr. Edmund L. Parker, Sec. Treas. & Gen. Man. Wilford A. Bailey.

DIRECTORS.—Fred Thayer, E. L. Parker, W. A. Bailey, Edwin Bartlett, Fred S. Taylor, Samuel H. Colton, Frank D. Perry, Calvin D. Paige, Geo. N. Wells.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

Date of information, Dec., 1901. b

SPARTANBURG, S. C.

Spartanburg Railway, Gas & Electric Co.—This company has constructed an electric railway from Spartanburg to Glendale, which was placed in operation about Nov. 1, 1900.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; 750 H. P. engine, Laclede cars, Lorain trucks.

OFFICERS.—Pres. & Treas. F. D. McEwen, Sec. P. H. Gadsden. Audr. F. C. Stedman, Man. Supt. & Elecn. J. C. Norcross, Ch. Engr. E. N. Gibbon.

GENERAL OFFICE, 41 Morgan Sq., Spartanburg, S. C.

Date of information, Feb., 1901. d

SPOKANE, WASH.

Population in 1880, 350, in 1890, 19,922, in 1900, 36,948.

Washington Water Power Co.—Chartered 1888 for 50 years. This company owns, by purchase, the entire property formerly belonging to the Edison Electric Illuminating Co., Spokane Street Ry. Co., Spokane Elec. Ry. Co., Spokane Cable Ry. Co., Ross Park St. Ry. Co. and Falls City Land & Improvement Co. It also leases the railway property of the Arlington Heights Motor Ry. Co. The company also operates an extensive lighting and power plant, and is now constructing a 90 mile power transmission to the Coeur d'Alen mining district.

CAPITAL STOCK, authorized, $2,000,000, issued, $1,875,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $1,600,000; dated July 1, 1899, due 1929; denom. $1,000; int. payable at office of the Franklin Trust Co., of Brooklyn, N. Y., trustee of mortgage.

OPERATION.—Year ending Dec., 31,	1899.	1900.	1901.
Receipts from passengers	$154,966	$221,767	$245,975
" " light and power	242,188	282,139	311,023
" total	397,154	503,906	556,998
Operating expenses	227,833	301,236	329,749
Earnings from operation	169,321	202,670	227,249
Interest on bonds	75,293	70,523	79,969
" " floating debt	504	497	1,771
Net income	93,523	122,650	145,509
Dividends paid	14,972	44,916	79,568
To surplus accoun	78,551	77,734	65,940

PLANT AND EQUIPMENT.—Miles of track (electric), 33.3; gauge, 4 ft. 8½ in.; 35 lb. to 70 lb. T rail; 40 motor cars; 5,300 H. P. station plant, Smith & Victor water wheels, Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. H. M. Richards, V. Pres. J. D. Sherwood, Sec. & Gen. Man. D. L. Huntington, Treas. H. E. Perks, Supt. Rys. L. R. Notbohm, Supt. Light & Power System J. B. Fisken.

DIRECTORS.—J. D. Sherwood, D. L. Huntington, H. M. Richards Frank Lyman, A. B. Campbell. J. P. M. Richards, C. G. Reeder, J. N. Glover, S. E. Huntington.

REFERENCES.—Description of road (brief), Vol. VII, Aug., '91, p. 409; Vol. IX, Apr., '93, p. 153 (ill.); description of snow plow, Vol. XI, Mar., '95, p. 150 (ill.); description of water power plant, Vol. IX, June, '93, p. 364 (ill.); Spokane St. Ry. Co.; operating detail, Vol. XIV, Apr., '98, p. 195; notes on system, Vol. XVII, Feb. 2, '01, p. 162 (ill.); snow plows, Vol. XVII, Mar. 2, '01, p. 280 (ill.); description of park, Vol. XVII, Mar. 2, '01, p. 309.

GENERAL OFFICE, Spokane, Wash.

Date of information, Mar., 1902. z

SPRING CITY, PA.

Population in 1900, three towns, 16,000.

Montgomery & Chester Electric Railway Co.—This road connects Royersford and Spring City with Phoenixville.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 6; 6 cars; rent power.

OFFICERS.—Pres. L. K. Perot, Sec. & Treas. F. H. Shelton, Pur. Agt. & Supt. W. D. Jones, Phœnixville, Pa.

DIRECTORS.—L. K. Perot, F. H. Shelton, D. J. Collins, Philadelphia; W. D. Jones, David Buck, Phœnixville.

GENERAL OFFICE, 112 No. Broad St., Philadelphia, Pa.

Date of information, Mar., 1902. z

SPRINGFIELD, ILL.

Population in 1880, 19,743, in 1900, 34,159.

Springfield Consolidated Railway Co.—This is a consolidation of the Springfield City Ry. Co. and the People's Electric Ry. Co.

CAPITAL STOCK, authorized and issued, $750,000.

FUNDED DEBT.—Consolidated mortgage 5 p. c. gold bonds, authorized, $750,000, issued, $418,000; dated June 1, 1893, due 1933; denom. $1,000; int. payable June and Dec., at office of Columbia Trust Co., of Louisville, Ky., trustee of mortgage.

People's Electric Ry. Co.'s first mortgage 6 p. c. bonds, $100,000; dated Apr. 1, 1891, due 1911; denom. $1,000; int. payable Apr. and Oct., at office of company; trustee of mortgage, C. A. Helme.

Springfield City Ry. Co.'s first mortgage 6 p. c. coupon bonds, $125,000; dated Mar. 1, 1890, due 1910; but subject to call at 105 after Mar. 1, 1895; denom. $1,000; int. payable Mar. and Sept., at office of Mercantile Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 20; gauge, 4 ft. 8½ in.; 40 lb. and 60 lb. T rail; 50 cars, of which 46 are motor cars and 4 trail cars; Bates-Corliss engines, Gen. Elec. dynamos, Gen. Elec., and Walker motors.

OFFICERS.—Pres. William Jarvis, V. Pres. B. Wilson, Treas. & Gen. Man. C. K. Minary, Supt. F. P. McNeil.

GENERAL OFFICE, Monroe St., Springfield, Ill.

Date of information, Jan., 1902. z

SPRINGFIELD, MASS.

Population in 1880, 33,340, in 1890, 44,179, in 1900, 62,059.

Springfield Street Railway Co.—Chartered May 5, 1868. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $1,958,400; par value, $100 per share.

Funded Debt, $100,000. 14-15 year 4 p. c. bonds, dated Apr. 1, 1895, $25,000 each, $100,000, redeemable at option of the company in five years.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers.	$548,758	$577,800	$620,062	$680,063	$748,280
" other sources.	5,555	5,250	5,969	5,987	5,530
" total.....	554,312	583,050	626,031	686,050	753,810
Operating expenses.....	402,725	430,399	433,489	479 846	527,589
Earnings from operat'n.	151,587	152,651	192,542	206,204	226,221
Deduct. from earnings.					
Interest charges....	27,476	30,532	24,519	26,945	3,790
Taxes.....	25,899	26,914	47,291	49,299	69,445
Net income.....	98,212	95,205	120,732	129,960	152,986
Dividends paid, 8 p. c..	93,336	93,336	116,672	116,672	156,672
To surplus account.....	4,876	1,869	4,060	13,288	*3,686
Total surplus account...	165,442	263,161	267,221	280,509	401,823
P.c. op.exp. to tot'l rects.	72.7	73.8	69.1	69.9	69.9

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses.....	$ 29,850	$ 31,378	$ 34,830	$ 33.062	$ 39,893
Maint. of way and bldgs	82,441	77.397	49,195	66,989	80.438
" equipment....	34,376	40,629	66,287	74,176	59,769
Transportation exps....	256,058	280,995	283,177	305,619	347,489
Total.....	$402,725	$430,399	$433,489	$479,846	$527,590

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried.....	11,611,232	12,343,452	13,746,813	17,131,955
Car miles run.....	3,133,475	3,334,418	3,586,242	3,937,171
Total receipts per car mile.	$.186	$.188	$.191	$.191
Op. expenses per car mile.	.137	.130	.133	.134

Balance Sheet.—Dated Sept. 30.

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road..	$1,088,689	$1,113,481	$1,168,062	$1,233,566	$1,200,825
" equip..	393,746	450,652	450,652	450,652	462,539
Cash and current assets...	35,395	31,508			20,138
Other permanent invests.	550,734	628,452	703,932	714,309	689,597
Other assets...	6,373	2,642	10,335	20,477	20,611
Sinking fund..					100,000
Total.....	$2,074,937	$2,226,735	$2,332,981	$2,419,004	$2,493,710
LIABILITIES.					
Capital stock..	$1,166,700	$1,458,400	$1,458,400	$1,458,400	$1,958,400
Funded debt..	500,000	500,000	500,000	500,000	100,000
Other indebt...	242,795	5,174	107,360	180,095	33,487
Profit and loss (surplus)....	165,442	263,161	267,221	280,509	401,823
Total.....	$2,074,937	$2,226,735	$2,332,981	$2,419,004	$2,493,710

Plant and Equipment.—Miles of track (electric), 76.3; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T, 98 and 107 lb. girder rail; 196 motor cars; 5,000 H. P. station plant; Hooven, Owens & Rentschler engines; Gen. Elec. and West. dynamos and motors; Wason cars, Wason and Bemis trucks.

Officers.—Pres. John Olmsted, Treas. Fred'k Harris, Supt. & Pur. Agt. George W. Cook.

Directors.—John Olmsted, Geo. M. Atwater, Frederick Harris, A. W. Damon, George W. Cook.

General Office, 1 Main St., Springfield, Mass.

References.—Description of road, Vol. VI, Aug., '90, p. 401; increase of stock, Vol. XI, Feb., '95, p. 124; parlor car, Vol. XII, Aug., '96, p. 492 (ill.); increase of stock, Vol. XIV, Feb.,'98, p. 84; description of road, Vol. XIV, Aug., '98, p. 415 (ill).

Date of information, Mar., 1902. z

SPRINGFIELD, MO.

Population in 1880, 6,522, in 1890, 21,050, in 1900, 23,267.

Springfield Traction Co.—Chartered in 1895, as the successor to the Metropolitan Electric Ry. Co., whose property was sold on Apr. 11, 1895, under foreclosure of mortgages, for $550,000.

CAPITAL STOCK, $400,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $330,000; dated July, 1895, due 1925; denom. $1,000; not subject to call; int. payable at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.8; gauge, 4 ft. 8½ in.; 45 lb. Johnson girder rail; 18 motor and 9 trail cars; West. dynamos and motors.

OFFICERS.—Pres. & Man. George W. Parker, V. Pres. A. J. Eisenmayer, Sec. C. H. Smith, Treas. J. F. G. Bentley, Supt. Seth Barham.

GENERAL OFFICE, Springfield, Mo. Office of Pres., Union Trust Bldg., St. Louis, Mo.

Date of information, Mar., 1902. z

Kickapoo Transit Co.—This road is being equipped electrically.

PLANT AND EQUIPMENT.—Miles of track, 4.5; 4 cars.

OFFICERS.—Pres. Treas. & Pur. Agt. L. H. Murray, V. Pres. J. R. Vaughan, Sec. W. D. Murray.

GENERAL OFFICE, Springfield, Mo.

Date of information, Mar., 1902. z

SPRINGFIELD, O.

Population in 1880, 20,730, in 1890, 31,895, in 1900, 38,253.

The Springfield Railway Co.—Chartered and municipal franchise granted in 1892, for 25 years. Annual meeting first Thursday in Sept. This company is a consolidation of the Springfield Electric Street Ry. Co. and the Citizens' Street Ry. Co. In June, 1899, this company was purchased by the American Railways Co. of Philadelphia, Pa.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued $500,000; dated Jan. 1, 1893, due 1933; denom. $1,000; int. payable Jan. and July at First National Bank of Springfield, O.

Second mortgage 5 p. c. income bonds, authorized, $150,000, issued, $100,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 28; gauge, 4 ft.; 60 lb. T rail; 45 cars, of which 35 are motor cars and 10 trail cars; Russell & Co. engines, West. dynamos, Gen. Elec. motors, Brownell, Laclede and St. Louis cars, McGuire and Peckham trucks.

OFFICERS.—Pres. Oscar T. Martin, V. Pres. Henry J. Crowley, Sec. & Treas. C. L. S. Tingley, Gen. Man. John H. Miller.

DIRECTORS.—Oscar T. Martin, Henry J. Crowley, Samuel G. De Coursey, J. J. Sullivan, Wm. H. Shelmerdine, S. W. Pettit, J. H. Miller, William Foos, I. W. Frey, C. L. Bauer, Theo. Troupe.

GENERAL OFFICE, 44 S. Limestone St., Springfield, O.

EXECUTIVE OFFICE, Witherspoon Bldg., Philadelphia, Pa.

Date of information, Jan., 1902. z

SPRINGFIELD, VT.

Population in 1880, 1,586, in 1890, 2,512, in 1900, 3,432.

Springfield Electric Railway Co.—This road commenced operation Aug. 4, 1897, and carries passengers and freight. The company owns the stock of the Cheshire Bridge Co., and has leased for 99 years and operates the Springfield Electric Ry. of Charlestown, N. H., about 2.5 miles in length, on payment of an annual rental of one dollar.

CAPITAL STOCK.—Common stock, authorized, $75,000, issued, $64,500.

Preferred stock (6 p. c. guaranteed), $34,624.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, $100,000; dated Nov. 1, 1897, due 1917; int. payable at office of National Bank of Commonwealth of Boston, Mass.; trustee of mortgage, George C. Averill, Brattleboro, Vt.

OPERATION.—Year ending June 30,	1900.	1901.
Receipts from passengers.....	$11,021	$11,679
" " freight.....	17,622	16,685
" " other sources.....	5,515	5,593
" total.....	34,158	33,957
Operating expenses.....	14,387	14,252
Earnings from operation.....	19,771	19,705

Please note date of information at end of each report.

Deduction from earnings.	1900.	1901.
Interest on bonds	5,000	5,000
" " floating debt	1,706	1,999
Other deductions	8,764	9,094
Net income	4,301	3,612

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 10 motor cars. 2–225 K. W. Gen. Elec. generators, West. motors, Wason and J. & S. cars, Wason trucks.

OFFICERS.—Pres. & Gen. Man. Edward C. Crosby, V. Pres. & Treas. M. A. Coolidge, Sec. A. J. Crosby, Elecn. J. F. Hoyt.

DIRECTORS.—Edward C. Crosby, C. W. Weyman, Brattleboro, Vt.; F. S. Coolidge, M. A. Coolidge, Fitchburg, Mass.; W. W. Brown, Springfield, Vt.

GENERAL OFFICE, Springfield, Vt.
Date of information, Jan., 1902. z

STAMFORD, CONN.

Population in 1880, 11,297, in 1890, 15,700, in 1900, 18,839.

Stamford Street Railroad Co.—Chartered July 3, 1889, as a reorganization of the Stamford Horse R. R. Co., which was chartered Aug. 9, 1886.

CAPITAL STOCK, authorized, $100,000, issued, $92,240.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $75,000; dated 1886, due Aug. 1, 1909; int. payable Feb. and Aug.

OPERATION.—Year ending Sept. 30.	1897.	1898.	June 30, 1899.	1900.	1901.
Rec from pass.	$40,166	$48,311	$49,730	$51,535	$58,518
" other sources	260	250	312	250	250
" total	40,426	48,561	50,042	51,795	58,768
Op. expenses	31,794	39,581	36,412	33,793	36,293
Earnings from op.	8,632	8,980	13,630	17,992	22,475
Deductions from earnings.					
Taxes	1,000	1,500	1,662	2,072	2,102
Int. on funded debt					3,750
Int. on floating debt					7,017
Surplus	7,632	8,480	11,968	15,920	9,606

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$ 3,195
Transportation expenses	27,696
Maintenance of way and buildings	2,296
Maintenance of equipment	3,107
Total	$36,293

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	June 30, 1899.	1900.	1901.
Pass. carried	830,338	987,877	1,026,325	1,064,452	1,472,243
Car miles run	282,147	317,080	314,000	329,283	370,450
To. rec. p car mile	$.143	$.143	$.160	$.157	$.159
Op. ex. p car mile	.134	.125	.116	.102	.098

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	1898.	June 30, 1899.	1900.	1901.
Const. & equip.	$368,788	$308,690	$308,747	$317,341	$342,737
Special construc. lighting plant.	7,596				
Mater'ls on hand.	264	221	389	6,638	1,900
Other assets	105	272	503	559	566
Cash	871	5,991	5,973	1,515	6,260
Profit & loss (def.)	36,274	39,703	42,526	37,084	27,479
Total	$413,900	$354,877	$358,138	$363,137	$378,943
LIABILITIES.					
Capital stock	$ 92,240	$ 92,240	$ 92,240	$ 92,240	$ 92,240
Funded debt	75,000	75,000	75,000	75,000	75,000
Unfunded debt	212,000	146,927	143,837	136,244	145,744
Acc'ts payable	6,149	4,860	2,698	6,346	3,084
Other liabilities	1,490	2,504	2,478	2,220	1,458
Interest	27,021	33,646	41,885	51,087	61,417
Total	$413,900	$354,877	$358,138	$363,137	$378,943

PLANT AND EQUIPMENT.—Miles of track (electric), 12.69; gauge, 4 ft. 8½ in.; 70 lb. T rail; 2 horses; 20 motor cars and 4 trail cars; Gen. Elec. dynamos and motors, Jackson & Sharp, Stephenson, St. Louis, Brill, Laclede and Briggs cars.

OFFICERS.—Pres. N. H. Heft, V. Pres. W. W. Gillespie, Sec. & Treas. W. L. Squire, Supt. Geo. W. Peirce.

DIRECTORS.—Nathan H. Heft, Bridgeport, Conn.; William W. Gillespie, Julius B. Curtis, George H. Hoyt, Samuel Fessenden, Robert A. Fosdick, Stamford, Conn.; John M. Hall, New Haven, Conn.

GENERAL OFFICE, New Haven, Conn.
Date of information, Jan., 1902. z

STATEN ISLAND, N. Y.

Population in 1880, 38,991, in 1890, 51,693, in 1900, 67,021.

Staten Island Electric Railroad Co.—Chartered Dec. 11, 1894, as a successor to the Staten Island Belt Line R. R. Co. Annual meeting second Tuesday in December. In Feb., 1902, this road was placed in the hands of a receiver.

CAPITAL STOCK, authorized and issued, $1,250,000.

FUNDED DEBT—First mortgage 5 p. c. gold coupon bonds, authorized and issued $1,250,000; dated May 1, 1895, due 1945, denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., trustee of mortgage.

First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $750,000, dated May 1, 1896, due May, 1946, denom. $1,000; int. payable May and Nov. trustee of mortgage, Guaranty Trust Co.

OPERATION.—Year ending June 30,	1899.	1900.	1901.
Receipts from passengers	$204,518	$203,342	$213,158
" " other sources	584	707	905
" " total	205,102	204,049	214,063
Operating expenses	145,434	156,273	147,756
Earnings from operation	59,668	47,776	66,307
Deduction from earnings.			
Interest	100,000	100,000	100,000
Taxes	8,372	9,779	2,348
Net income	*48,703	*62,203	*36,041
To surplus account	*48,703		*36,041
Total surplus	*93,212	*155,215	*191,256

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.	1901.
General expenses	$ 18,848	$ 23,192	$ 29,173
Transportation expenses	99,241	99,729	95.911
Maintenance of way and buildings	16,045	18,238	11,323
" " equipment	11,300	15,114	11,349
Total	$145,434	$156,273	$147,756

STATISTICS OF TRAFFIC.

Year ending June 30,	1900.	1901.
Revenue passengers carried	4,066,850	4,263,173
Transfer " "	325,140	403,890
Car miles run	1,251,334	1,218,779
Gross receipts per car miie	$.163	$.174
Operating expenses per car mile	.125	.121

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1898.	June 30, 1899.	1900.	1901.
Cost of road	$2,990,000	$3,149,604	$3,201,330	$3,211,711
" equipment	145,081			
Other permanent invest.	260,000	260,000	260,000	260,000
Cash and current assets.	27,931	42,056	74 995	127.275
Profit and loss (deficit)	55,307	93,212	155,215	191,256
Total	$3,478,319	$3,544,872	$3,691,540	$3,790,242
LIABILITIES.				
Capital stock	$1,250,000	$1,250,000	$1,250,000	$1,250,000
Funded debt	2,000,000	2,000,000	2,000,000	2,000,000
Accrued interest	66,667	116,667	166,567	265,842
Bills and accts. payable	181,652	178,205	274,973	274,400
Total	$3,478,319	$3,544,872	$3,691,540	$3,790,242

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 109 motor cars; 3,000 H. P. station plant; Allis engines, Gen. Elec. dynamos and motors, Brill cars, Peckham trucks.

OFFICERS.—Recr. John Greenough, Pres. J. H. Swinarton, Sec. & Treas. H. M. Work (80 Broadway, New York City), Audr. T. B. Bradley, Supt. R. O. Carnahan.

DIRECTORS.—Samuel Thomas, W. G. Oakman, J. H. Swinarton, G. B. M. Harvey, Edwin M. Post, John A. Hilton, H. M. Work, D. H. Shea, W. E. Findlay.

GENERAL OFFICE, Jay St., New Brighton, S. I.

POWER STATION, Livingston, S. I.

REFERENCE.—Description of road, Vol. XII, May, '96, p. 275 (ill).
Date of information, Mar., 1902. x z

Staten Island Midland Railroad Co.—This road is a consolidation of the West Brighton and Stapleton branches of the Staten Island Midland R. R. Co. and the Prohibition Park Electric R. R. Co. The motive power has been changed to electricity, and the road extended to St. George, to Richmond, to Midland Beach, and Bergen Point Ferry. This company operates the lines of the Staten Island Traction Co.

CAPITAL STOCK, authorized and issued, $1,000,000.

Please note date of information at end of each report.

FUNDED DEBT —First mortgage 5 p. c. gold bonds, authorized and issued, $1,000,000; coupon, but may be registered; dated Jan. 2, 1896, due 1926; denom. $1,000; int. payable Jan. and July at Farmers' Loan & Trust Co., of New York, trustee of mortgage.

OPERATION.—Year ending June 30,	1899.	1900.	1901.
Receipts from passengers	$133,777	$137,157	$143,495
" " other sources	1,871	2,188	1,319
" total	135,648	139,345	144,814
Operating expenses	101,466	86,948	91,064
Earnings from operation	34,182	52,397	53,750
Deductions from earnings.			
Interest	50,000	55,563	61,687
Taxes	1,207	3,179	12,084
Net income	*17,025	*6,345	*20,021
To surplus account	*17,025		
Total surplus account	*42,206	*49,318	*70,103

*Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Revenue passengers carried	2,750,608	2,806,006	3,287,954
Transfer " "	930,586	311,969	394,821
Car miles run	1,112,414	961,610	1,024,411
Total receipts per car mile	$.1339	$.1449	$.1404
Operating expenses per car mile	.1002	.0904	.0888

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip	$1,979,488	$2,000,489	$2,018,007	$2,004,506
Open accounts	79,870	154,261	155,003	152,728
Bills receivable	6,407	409	1,583	1,057
Material and supplies	3,788	5,085	2,957	3,510
Profit and loss (deficit)		42,206	49,318	70,103
Total	$2,069,553	$2,202,450	$2,226,868	$2,231,904
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000.000	$1,000,000
Funded debt	1,000,000	1,000,000	1,000,000	1,000,000
Accounts payable	51,898	202,450	173,507	153,292
Bills payable	1,689		53,361	53,612
Cash	2,270			
Interest				25,000
Profit and loss (surplus)	13,696			
Total	$2,069,553	$2,202,450	$2,226,868	$2,231,904

PLANT AND EQUIPMENT.—Miles of track (electric), 28.6; gauge, 4 ft. 8½ in.; 65 lb. and 70 lb. girder and T rail; 68 motor cars; 1,350 H. P. station plant; Wetherill engines, Gen. Elec. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. & Gen. Man. Robert Wetherill, Chester, Pa.; Sec. H. T. Walter, Treas. Rich'd Wetherill, Chester, Pa.; Supt. Transportation W. J. Smith, Ch. Engr. F. O'Malley.

DIRECTORS.—Robert Wetherill, Richard Wetherill, James H. Garthwaite, Chester, Pa.; A. F. Dawson, Ridley Park, Pa.; A. G. Paine, M. M. Armstrong, H. T. Walter, N. Y. City.

GENERAL OFFICE, Stapleton, S. I.

Date of information, Feb., 1902. z

STAUNTON, VA.

Population in 1880, 6,664, in 1890, 6,975, in 1895, in 1900, 7,289.

Staunton Light and Power Co.—Chartered in 1898 for 30 years. This company is a consolidation of the City Street Car Co., the City Gas Co. and the Augusta Electric Co.

CAPITAL STOCK, authorized, $300,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold coupon bonds, authorized and issued, $300,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 40 lb. and 56 lb. T and girder rail; 2 horses; 10 motor cars; Harrisburg and Ideal engines, Gen. Elec. dynamos and motors, St. Louis and Jackson & Sharp cars; Peckham trucks.

OFFICERS.—Recr. Sec. Gen. Man. & Pur. Agt. R. D. Apperson, Pres. Henry Marquand, Treas. L. C. Harris.

GENERAL OFFICE, 120 W. Main St., Staunton, Va.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Jan., 1902. z

STEUBENVILLE, O.

Population in 1880, 12,093, in 1890, 13,394, in 1900, 14,349.

Steubenville Traction & Light Co.—Organized Jan. 10, 1901, merging Steubenville Traction Co. and Steubenville Gas & Electric Co.

CAPITAL STOCK, authorized and issued, $700,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 14.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 24 motor cars; Clark-Corliss, Westinghouse and Church, Kerr & Co. engines, Crocker & Wheeler and West. dynamos, West. motors, Laclede and Jackson & Sharp cars, Brill and Peckham trucks.

OFFICERS.—Pres. & Treas. Morris W. Stroud, Sec. W. McD. Miller, Supt. J. Charles Ross, Pur. Agt. S. P. Curtis.

DIRECTORS.—John C. Lowry, W. McD. Miller, M. W. Stroud, J. Charles Ross, R. G. Richards.

GENERAL OFFICE, Steubenville, O.

Date of information, Jan., 1902. z

STILLWATER, N. Y.

Population in 1880, 4,162, in 1890, 3,868, in 1900, 4,989.

Stillwater & Mechanicsville Street Railway Co.—Chartered Nov. 13, 1882. Annual meeting second Friday in July. This road commenced operating by electricity in Dec., 1895. On Aug. 14, 1901, the Stillwater & Mechanicsville Street Ry. Co., the Greenwich & Schuylerville Electric R. R., the Saratoga Traction Co., the Saratoga Northern Ry., the Glens Falls, Sandy Hill & Fort Edward Street Ry. Co. and the Warren County Ry. were consolidated, forming a new corporation, the Hudson Valley Ry. Co.

CAPITAL STOCK, authorized, $250,000, issued, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized, $60,000; outstanding July 1, 1899, $47,500; dated Apr. 1, 1893, due 1913; int. payable Apr. and Oct.

Consolidated mortgage 6 p. c. bonds authorized, $250,000, issued, $202,500, dated Apr. 1, 1898, due 1913; int. payable Apr. and Oct.

$60,000 of consolidated bonds are reserved for the redemption of the first mortgage. Of these $12,500 of the first mortgage bonds have been cancelled, and a corresponding amount of the consolidated bonds have been issued.

OPERATION.—Year ending June 30,	1897.	1898.	1899.	1900.	1901.
Gross receipts	$12,890	$15,374	$38,913	$52,455	$53,379
Operating expenses	7,702	9,086	20,852	30,570	35,523
Earnings from oper	5,188	6,288	18,061	21,885	17,856
Deduc. from earnings	4,186	5,361	11,934	14,579	
Interest					14,855
Taxes					1,718
Net income	1,002	927	6,127	7,306	1,283
Dividends				3,769	7,930
To surplus acct	1,002	927	6,127	3,537	*6,647
Total surplus acc't	490	1,417	7,344	10,881	8,034

* Deficit.

OPERATING EXPENSES.

Year ending June 30.	1897.	1898.	1899.	1900.	1901.
General expenses	$1,590	$1,845	$ 3,605	$ 5,640	$ 8,221
Transportation expenses	4,974	5,528	13,297	15,863	16,926
Maint. of way and build'gs.	867	1,261	2,096	4,115	4,257
" " equipment.	271	452	1,854	4,952	6,118
Total	$7,702	$9,086	$20,852	$30,570	$35,522

STATISTICS OF TRAFFIC.

Year ending June, 30,	1898.	1899.	1900.	1901.
Revenue passengers carried	194,756	340,399	459,549	427,074
Car miles run	110,746	212,246	287,427	305,308
Total receipts per car mile	$.138	$.136	$.186	$.174
Operating expenses per car mile	.082	.098	.106	.116

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip	$126,226	$292,127	$415,104	$428,661	$462,609
Cash and current assets.	4,287	390	1,075	2,122	8,098
Stock held in trust		83,000			
Bonds held in trust		38,000			
Profit and loss (deficit)	512				
Total	$130,514	$413,517	$416,179	$430,783	$470,707
LIABILITIES.					
Capital stock	$ 60,000	$188,000	$188,000	$195,000	$200,000
Funded debt	60,000	198,000	200,000	207,000	250,000
Bills payable	8,966				397
Interest					3,876
Loans					8,400
Other liabilities	1,057	26,100	20,835	17,902	
Pro. and loss (surplus)	490	1,417	7,344	10,881	8,034
Total	$130,514	$413,517	$416,179	$430,783	$470,707

PLANT AND EQUIPMENT.—Miles of track (electric), 13.35, gauge, 4 ft. 8½ in.; 60 lb. to 70 lb. T and girder rail; 18 motor cars and 5 freight cars, 3 snow plows; West. dynamos and motors, Jones cars.

OFFICERS.—Pres. J. A. Powers, Sec. & Treas. A. W. Powers, Supt. John Mahoney.

Please note date of information at end of each report.

DIRECTORS.—A. W. Powers, J. A. Powers, J. T. Christie, Troy, N. Y.; A. B. Colvin, Glens Falls, N. Y.; Ben: B. Smith, H. O. Bailey, Mechanicsville, N. Y.; Henry Newland, W. L. Denison, S. F. Wood, Stillwater, N. Y.

GENERAL OFFICE, Waterford, Saratoga Co., N. Y.

REFERENCE.—Increase of stock and bonds, Vol. IX, July, '93, p. 491; description of road (brief), Vol. XV, Sept., '99, p. 607.

Date of information, Sept., 1901. b

STOCKTON, CAL.

Population in 1880, 10,282, in 1890, 14,424, in 1900, 17,506.

Stockton Electric Railway Co.

CAPITAL STOCK, $500,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 3 ft. 6 in.; 45 lb. side bearing and T rail; 26 cars, of which 15 are motor cars and 11 trail cars; Gen. Elec. and West. dynamos and motors, Stockton cars.

OFFICERS.—Pres. J. Fyfe, Sec. H. J. Corcoran, Treas. E. R. Hedges, Supt. & Pur. Agt. W. H. E. Leffler, Elecn. James Hooper.

GENERAL OFFICE, 606 North California St.

Date of information, Jan., 1902. z

STONEHAM, MASS.

Population in 1880, 4,890, in 1890, 6,155, in 1900, 6,197.

Mystic Valley Street Railway Co.—This company commenced operation May 7, 1896. On October 1, 1898, the Arlington & Winchester St. Ry. Co. was consolidated with this company, which on Dec. 31, 1899, was consolidated with the Wakefield & Stoneham St. Ry. Co., which on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co. (now a part of the Boston & Northern Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $90,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $60,000; dated Jan. 1, 1899, due 1919.

OPERATION.—Year ending Sept. 30,	1897.	1898.	1899.
Gross receipts	$9,691	$13,579	$33,929
Operating expenses	8,179	11,088	23,880
Earnings from operation	1,512	2,491	10,049
Deductions from earnings.			
Interest	901	1,298	4,450
Taxes	461	471	1,661
Net income	150	722	3,938
Total surplus account	843	1,565	5,869

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.
General expenses	$1,573	$ 1,558	$ 3,858
Maintenance of way and buildings	651	1,062	3,083
" " equipment	572	895	1,221
Transportation expenses	5,384	7,573	15,718
Total	$8,179	$11,088	$23,880

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.
Passengers carried	188,515	270,029	673,571
Car miles run	58,121	73,938	158,618
Gross receipts per car mile	$.166	$.183	$.214
Operating expenses per car mile	.141	.150	.150

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.
Cost of road	$49,226	$52,955	$57,380	$141,638
Cost of equipment	4,170	6,354	7,396	18,646
Other permanent investments				6,048
Cash and current assets	2,632	1,892	7,989	8,652
Total	$56,027	$61,201	$72,765	$174,984
LIABILITIES.				
Capital stock	$40,000	$40,000	$40,000	$ 90,000
Funded debt				60,000
Current liabilities	15,334	20,358	31,200	17,690
Accrued "				1,425
Profit and loss (surplus)	693	843	1,565	5,869
Total	$56,027	$61,201	$72,765	$174,984

PLANT AND EQUIPMENT.—Miles of track (electric), 6.5; 7 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, V. Pres. Patrick F. Sullivan, Treas. Chas. Williams, Sec. Edwin L. Stone, Supt. Chas. F. Heath.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Wm. A. Tucker, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCES.—Operating detail, Vol. XIV, Sept., '98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 482.

Date of information, Feb., 1902. z

STOWE, VT.

Population in 1900, 500.

Mt. Mansfield Electric Railroad Co.—Chartered Feb., 1894, to construct an electric railway to carry passengers and freight between Waterbury and Stowe, a distance of 10 miles. This company commenced operation in Feb., 1898.

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; McI. & S. engines, Crocker-Wheeler dynamos, West. motors, Wason cars, Peckham trucks.

OFFICERS.—Pres. A. H. Soden, V. Pres. P. D. Pike, Clerk, L. C. Moody, Treas. F. O. Burt, Gen. Man. F. J. Shepid, Supt. L. G. Frost, Ch. Engr. F. C. Holden.

DIRECTORS.—A. H. Soden, Charles E. Bibber, Boston, Mass.; G. E. Moody, Waterbury, Vt.; F. J. Shepard, G. K. Bartlett, Derry, N. H.; P. D. Pike, C. L. McMahon, Stowe, Vt.

GENERAL OFFICE.—Stowe, Vt.

Date of information, Feb., 1901. d

STREATOR, ILL.

Population in 1880, 5,157, in 1890, 11,414, in 1900, 14,079.

Streator Railway Co.—Chartered in 1891, for 20 years. This road has not been operated since Nov. 1896, and was sold by receiver, Oct., 1898, to C. C. Barr, who is now sole owner, and was granted a new 35-year franchise in Feb., 1900.

PLANT AND EQUIPMENT.—Miles of track (electric) not in operation, 6.25; gauge, 4 ft. 8¼ in.; 52 lb. T and girder rail; 8 motor cars; A. & S. engines, Gen. Elec. dynamos and motors, American cars.

OFFICERS.—Owner & Gen. Man. C. C. Barr.

Date of information, Feb., 1901. z

STROUDSBURG, PA.

Population in, 1880, 1,860, in 1890, 2,419, in 1900, 3,450.

Stroudsburg Passenger Railway Co.—Chartered Feb. 14, 1868. Two miles of this road has been equipped electrically.

CAPITAL STOCK, authorized and issued, $51,200.

FUNDED DEBT, $3,002.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$5,669	$5,242	$5,591	$6,155	$6,875
Operating expenses	4,884	3,852	4,416	4,536	4,443
Earnings from operation.	785	1,390	1,175	1,619	2,432
Deductions from earnings.					
Taxes	305	187	188	187	211
Net income	480	1,203	987	1,432	2 221
Dividends	1,383	1,283	1,383	1,383	1,384
Net deficit	903	80	396	†49	†837

†Surplus.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$36,954	$36,954	$36,954	$36,954	$41,750
Equipment	9,450	9,450	9,450	9,450	9,450
Cash and current assets	2,125	2,144	1,821	2,240	1,239
Open accounts					1,763
Profit and loss (deficit)	903				
Total	$49,432	$48,548	$48,225	$48,644	$54,202
LIABILITIES.					
Capital stock (paid in)	$46,100	$46,404	$46,404	$46,404	$51,200
Accounts payable					869
Gain for year					837
Other liabilities	1,206	501	573	944	
Balance	1,822	1,643	1,248	1,296	1,296
Total	$49,432	$48,548	$48,225	$48,644	$54 202

PLANT AND EQUIPMENT—Miles of track (steam), 3.25; gauge, 4 ft. 8½ in.; 45 lb. T rail; 5 trail cars, 2 engines.

OFFICERS.—Pres. Frank H. Smith, Sec. C. B. Staples, Treas. Wm. Gunsaulis, Supt. E. F. Smith.

DIRECTORS.—Frank H. Smith, W. S. Shaffer and C. B. Staple, of Stroudsburg, Pa.; I. S. Case, of Tobyhanna Mills, Pa.; Geo. C. Adams, of Delaware, N. J.

Date of information, Mar., 1902. z

Please note date of information at end of each report.

SUNBURY, PA.

Population of Sunbury in 1880, 4,077, in 1890, 5,930, in 1900. 9,810; of Northumberland, 1880, 3,126, 1890, 3,192, in 1900, 3,215.

Sunbury & Northumberland Electric Railway Co.—Chartered Jan. 24, 1885, reorganized May 28, 1892, and operation recommenced with new roadbed and equipment Sept. 1, 1892. Annual meeting first Monday in May.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT.—General mortgage 5 p. c. bonds, authorized and issued, $75,000; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers...	$13.933	$13,732	$13,901	$15,500	$13,931
" other sources.....	2,898	5,622	5,573	4,648	7,516
" total.....	16,831	19,354	19,474	20,157	21,447
Operating expenses.....	13,701	15,396	15,499	16,101	18,008
Earnings from operation....	3,130	3,958	3,975	4,056	3,439
Deductions from earnings.					
Interest.....	2,362			4,611	3,335
Rentals.....	3,900	3,900	3,900		
Taxes.....	242	112	38	274	137
Net income.....	*1,012	*54	37	*829	*38
To surplus account.....			37		
Total deficit.....	20,705	20,759	20,722		

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$179,328	$195,651	$195,665	$195,665	$195,681
Cash assets.....	81	370	503	223	3,437
Material and supplies...	1,235	203	789		
Loss on operation.....					
Profit and loss (deficit)..	20,705	20,759	20,722	15,706	8,738
Total.....	$201,349	$216,983	$217,679	$211,594	$207,856
LIABILITIES.					
Capital stock.....	$125,000	$125,000	$125,000	$125,000	$125,500
Funded debt.....	65,000	65,000	65,000	51,500	5,000
Floating debt.....	7,000	24,638	24,984	25,350	
Loans.....					70,000
Interest.....					1,875
Accounts payable.....					5,481
Other liabilities.....	4,349	2,335	2,695	9,744	
Total.....	$201,349	$216,983	$217,679	$211,594	$207,856

PLANT AND EQUIPMENT.—Miles of track (electric), 3.9; gauge, 5 ft. 2½ in.; 56 lb. girder rail; 7 motor cars; Harrisburg engines, West. dynamos and motors, Stephenson and Newcastle cars.

OFFICERS.—Pres. Pierre S. du Pont, Sec. & Treas. S. P. Wolverton, Gen. Supt. W. L. Keplinger.

DIRECTORS.—Pierre S. du Pont, S. P. Wolverton, S. P. Wolverton, Jr., W. T. Forsyth, M. Withington, W. E. Boughton, W. A. Donaldson.

GENERAL OFFICE, Sunbury, Pa.

Date of information, Jan., 1902. z b

SWANSEA CENTRE, MASS.

Providence & Fall River Street Railway Co.—This company commenced operation June 5, 1901.

CAPITAL STOCK, $165,000.

FUNDED DEBT, $115,000.

OPERATION.—Period June 5, 1901, to Sept. 30, 1901.

Total receipts.....	$16,946
Operating expenses.....	8,435
Earnings from operation.....	8,511
Deductions from earnings.	
Interest on bonds.....	822
Taxes.....	1,522
Net income.....	6,167

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road.....	$237,769	Capital stock.....	$165,000
" equipment.....	80.866	Funded debt.....	115,000
Other perm. invests....	29,197	Accrued liabilities.....	2,228
Cash.....	52,861	Other liabilities.....	112,298
		Profit and loss (surplus).	6,167
Total.....	$400,693	Total.....	$400,693

PLANT AND EQUIPMENT.—Miles of track (electric), 12.5; 16 motor cars; 3 snow plows.

OFFICERS.—Pres. John J. Whipple, V. Pres. Walter H. Trumbull, Sec. & Treas. Geo. A. Butman, Supt. Geo. P. Dole.

DIRECTORS.—John J. Whipple, Walter H. Trumbull, Fred C. Hinds, Alex. B. Bruce, Robt. Redford, Thos. Lahey, L. P. Sturtevant, Algernon H. Barnby, Geo. A. Butman.

GENERAL OFFICE, Swansea Centre, Mass.

Date of information, Dec., 1901. b

SYCAMORE, ILL.

Population in 1890, 2,987, in 1900, 3,653.

Sycamore & De Kalb Electric Railway Co.—Chartered in Sept., 1899, for 50 years. This road is now in process of construction.

CONTEMPLATED PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. T. rail; 4 motor cars.

OFFICERS.—Pres. E. B. Magill, V. Pres. W. H. Schott, Sec. Francis J. Pike.

GENERAL OFFICE, Sycamore, Ill.

Date of information, Jan., 1900. z

SYRACUSE, N. Y.

Population in 1880, 51,792, in 1890, 88,143, in 1900, 108,374.

Syracuse Rapid Transit Railway Co.—Chartered May 21, 1896. Annual meeting second Tuesday in December. This company is a consolidation of the Syracuse Street R. R. Co., the Syracuse Consolidated Street Ry. Co. and the People's R. R. Co., which was formerly leased to the Syracuse Street R. R. Co. On June 1, 1899, this company leased the properties of the East Side Traction Co., for the term of 99 years at a rental of $12,500 per year. These properties have been thoroughly rebuilt, and new equipment added. The company also owns the stock of the East Side Traction Co.

Capital Stock.—Common stock, authorized and issued, $2,750,000.

Preferred stock, 6 p. c. non-cumulative, authorized and issued, $1,250,000.

Funded Debt.—Total authorized, $4,000,000, as follows: First mortgage 5 p. c. gold bonds, authorized, $3,250,000, issued, $2,500,000, in escrow, $750,000; coupon, but may be registered; dated Mar. 1, 1896, due 1946; denom. $1,000; int. payable Mar. and Sept., at office of Guaranty Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p.c. gold coupon bonds, authorized, $750,000, issued, $573,000; dated July 1, 1898, due 1928; denom. $1,000; int. payable Jan. & July, at office of Merchants' National Bank, Syracuse, N. Y.; trustees of mortgage, P. V. Rogers and F. W. Barker.

People's R. R. Co.'s first mortgage 5 p. c. gold bonds, authorized and issued. $750,000, dated Jan. 1, 1891, due 1921; int. payable Jan. and July; trustees of mortgage, Publius V. Rogers and Fred W. Barker.

Operation.—This report is for the consolidated properties for the years ending June 30, preceding 1900 and includes the operation of the East Side Traction Co., from Oct. 1, 1899 to June 30, 1900.

	1897.	1898.	1899.	1900.	1901.
Recpts from passengers.	$409.479	$451,952	$481,522	$548,175	$615,162
" other sources..	37,448	8,660	3,880	4,228	6,137
" total.....	446,927	460,612	485,402	552,403	621,299
Operating expenses....	268,851	251,314	286,985	319,135	340,830
Earnings from operation	178,076	208,298	198,417	233,268	280.469
Deductions from earnings.					
Interest.....	120,833	162,500	171,194	184,352	187,418
Taxes.....	11,728	14,256	19,825	22,688	24,000
Rentals.....				9,375	12,500
Net income.....	45,515	32,542	7,398	16,852	56,550
Total surplus account..	15,834	48,376	*28,340	36,375	20,895

* $27,434 was charged off profit and loss account for loss on operation of East Side railway.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses.....	$ 32,322	$ 48,933	$ 51,477	$ 62,983
Transportation expenses.....	172,769	167,459	196,185	212,585
Main. of way and structures.	16,104	28,299	26,518	13,232
" " equipment..	30,119	42,294	44,955	52,031
Total.....	$251,314	$286,985	$319,135	$340,830

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue pass. carried.....	9,220,110	10,226,125	11,253,876	12,698,372
Transfer pass. carried....		1,976,386	2,448,297	2,735,278
Car miles run.....	2,942,242	2,756,023	3,308,136	3,409,411
Total receipts per car mile..	$.156	$.176	$.167	$.180
Operating ex. per car mile..	.085	.104	.096	.100

Please note date of information at end of each report.

Balance Sheet.—Dated

ASSETS.	Dec. 31, 1898.	June 30, 1899.	June 30, 1900.	June 30, 1901.
Cost of road and equip...	$7,332,266	$7,403,115	$7,583,281	$7,644,872
Other permanent invest...		533,450	34,916	34,917
Cash	70,676	30,632	18,893	63,525
Bills receivable	75,156	10,470	10,470	10,470
Open accounts		119,945	89,199	91,822
Material and supplies	4,623	3,657	6,830	13,376
Other assets	105,835	1,865	14,044	60,876
Total	$7,588,556	$8,103,134	$7,757,633	$7,919,858
LIABILITIES.				
Capital stock	$4,000,000	$4,000,000	$4,000,000	$4,000,000
Funded debt	3,250,000	3,750,000	3,250,000	3,823,000
Accrued interest	61,968	94,550	64,907	42,708
Loans	203,387	200,000	393,067	
Accounts payable		30,244	13,284	20,788
Accrued taxes	6,600			12,467
Profit and loss (surplus)	66,601	28,340	36,375	20,895
Total	$7,588.556	$8,103,137	$7,757,633	$7,919,858

Plant and Equipment.—Miles of track (electric), 64.38; gauge, 4 ft. 8½ in.; 85 lb. and 90 lb. and 117 lb. T rail; 145 motor cars and 10 trail cars; Allis and Cleveland engines, Gen. Elec. and Walker dynamos and motors, Brill, Gilbert, Barney & Smith and Jones cars; Brill trucks.

Officers.—Pres. William P. Gannon, (Syracuse), V. Pres. & Gen. Man. E. G. Connette, Sec. & Treas. Theo. H. Conderman (Phila.) Auditor J. L. Luckenbach.

Directors.—W. P. Gannon, H.D.Coffinberry, L. K. McClymonds, E. G. Connette, Theo. H. Conderman, H. R. Newcomb, I. L. C. Gooding.

General Office.—Syracuse, N. Y.

References.—Description of road, Vol. XIII, Mar.,'97, p. 129 (ill); specifications for cars, Vol. XIII, Mar., '97, p. 172, Summer theatre, Vol. XVI, Sept. 1, '00, p. 835 (ill.); litigation ended, Vol. XVII, Jan. 26, '01, p. 126.

Date of information, Mar., 1902. z

East Side Traction Co.—This company is a reorganization of the Syracuse & East Side Street Railway Co., which was chartered Aug. 25, 1894, as a successor to the Syracuse, Eastwood Heights & DeWitt R. R. Co. The capital stock of this company is now owned and the property is operated by the Syracuse Rapid Transit Ry. Co.

Capital Stock.—Common stock, authorized and issued, $300,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $250,000; dated June 1, 1899, due 1929; int. payable June and Dec.

Officers.—Pres. Chas. M. Warner, V. Pres. Clinton S. Carr, Treas. T. H. Conderman.

Directors.—Chas. M. Warner, Frank J. Webb, Clinton S. Carr, Marsh C. Pierce, John F. Nash, Geo. B. Leonard, Robt. E. Drake, Geo. D. Chapman, Syracuse, N. Y.; T. H. Conderman, Philadelphia.

Franchises.—Municipal franchises granted in 1890 and in 1891; were renewed in 1895 for 50 years.

Date of information, Mar., 1902. z

Syracuse & Suburban Railroad Co.—Chartered June 29, 1895. Annual meeting first Monday in July. This road runs from Syracuse, through Fayetteville and Manlius to Edwards Falls, where the company owns water power for generating electricity to operate its road. On June 15, 1898, ten miles of road were placed in operation, and the entire road was completed Oct. 1, 1898.

Capital Stock, authorized and issued, $400,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $400,000, issued, $382,000; dated Aug. 2, 1897; due 1927; int. payable Feb. and Aug.

Debenture bonds 6 p. c., authorized and issued, $33,000; dated Jan. 2. 1900, due 1905; int. payable Jan. and July.

Operation.—Year ending June 30,	1899.	1900.	1901.
Gross earnings	$54,180	$62,953	$60,747
Operating expenses	24,219	33,641	35,031
Earnings from operation	29,961	29,312	25,716
Deductions from earnings.			
Interest	19,816	21,971	22,591
Taxes	790	1,913	2,820
Rental	818		
Park expenses	962	732	
Net income	7,575	4,696	305
Total surplus	8,511	13,207	13,728

OPERATING EXPENSES.

Year ending June 30,	1899.	1900.	1901.
General expenses	$ 6,314	$10,937	$ 9,206
Transportation expenses	13,115	18,707	20,078
Maintenance of way and buildings	3,280	1,910	2,137
" " equipment	1,510	2,087	3,610
Total	$24,219	$33,641	$35,031

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Passengers carried	1,119,520	1,287,226	1,250,931
Car miles run	308,550	344,136	355,975
Total receipts per car mile	$.175	$.183	$.17
Operating expenses per car mile	.101	.097	.098

Balance Sheet.—Dated June 30.

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$636,649	$819,180	$849,421	$857,663
Cash and current assets	167	4,576	7,984	6,843
Material and supplies		2,297	2,146	3,097
Total	$636,816	$826,053	$859,551	$867,603
LIABILITIES.				
Capital stock	$400,000	$400,000	$400,000	$400,000
Funded debt	203,000	310,000	405,500	415,000
Loans	32,879	107,542	30,401	29,075
Interest			8,600	8,948
Accounts payable			1,843	851
Profit and loss (surplus)	937	8,511	13,207	13,729
Total	$636,816	$826,053	$859,551	$867,603

Plant and Equipment.—Miles of track (electric), 14.31; gauge, 4 ft. 8½ in.; 60 to 90 lb. steel rail; 13 motor cars; Gen. Elec. dynamos and motors, Jackson & Sharp cars; 700 H. P. station plant; water power and a complete steam auxiliary plant of 650 H. P. engines and 500 K. W. Gen. Elec. generator.

Officers.—Pres. Arthur Jenkins, V. Pres. & Gen. Man. Chas. E. Hubbell, Sec. & Treas. Giles H. Stillwell,

Directors.—E. F. Allen. Arthur Jenkins, G. H. Stillwell, David K. McCarthy, H. W. Plumb, Geo. C. Cotton, Thomas Hogan, John L. King, Chas. E. Hubbell, Syracuse, N. Y.; Edward Powell, Jno. G. Powell, Phila., Pa.

General Office, Syracuse, N. Y.

Date of information, Sept., 1901. b

Syracuse, Lakeside & Baldwinsville Railway.—Chartered July 16, 1896. This company was placed in full operation from Syracuse to Baldwinsville on Sept. 24, 1899, having been operated in part since 1898.

Capital Stock, authorized and issued, $500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $500,000; dated Mar. 1, 1899, due 1949; denom. $1,000, int. payable Feb. and Aug.

Operation.—Period from July 1 to Sept. 24 from Syracuse to Long Branch only, and the entire road thereafter to

	June 30, 1900.	Year endg. June 30. 1901.
Gross receipts	$68.600	$81,096
Operating expenses	40,663	67,256
Earnings from operation	27.937	13,840
Deductions from earnings.		
Taxes	1,751	2,366
Interest		25,121
Other deductions	9,230	
Net income	16,956	*13,648
To surplus account	16,956	
Total surplus account	20,133	*13,648

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$ 700,000	$1,045,540
" equipment	300,000	
Current assets	20,133	7,739
Bonds of other companies		1,000
Profit and loss (deficit)		13,648
Total	$1,020,133	$1,067,928
LIABILITIES.		
Capital stock	$ 500,000	$ 500,000
Funded debt	500,000	500,000
Profit and loss (surplus)	20,133	
Interest		6,755
Loans		53,846
Accounts payable		5,725
Other liabilities		1,602
Total	$1,020,133	$1,067,928

Please note date of information at end of each report.

Plant and Equipment.—Miles of track (electric), 23.03; gauge, 4 ft. 8½ in.; 104 lb. girder rail; 19 motor cars and 12 trail cars, 2 snow plows; 2-400 K. W. Walker generators, 1600 H. P. Wheelock engines, West. and Gen. Elec. motors. St. Louis cars, Peckham trucks.

Officers.—Pres. & Gen. Man. W. Judson Smith, Sec. D. R. Wilson, Treas. J. S. Kaufmann, Supt. Rufus R. Canfield, Elecn. J. Howard.

Directors.—Edward A. Powell, Jas. M. Belden, W. R. Smith, W. J. Smith, Jno. S. Kaufmann, Edward Joy, Edward N. Trump, Arthur R. Peck, H. Bartels, Jr., Louis House, Chas. M. Warner, all of Syracuse.

General Office, 200 W. Genesee St., Syracuse, N. Y.
Date of information, Sept., 1901. b

Syracuse & Oneida Lake Electric Railway Co.—Chartered May 31, 1895. Annual meeting 3d Tuesday in Jan. This road is now under survey on the Liverpool, Three Rivers & Phoenix Division, running from Syracuse to Three Rivers and Phoenix, and to South Bay and Oneida Lake.

Capital Stock, authorized, $300,000; paid in, $50,000; par value, $100 per share.

Funded Debt.—First mortgage bonds, authorized, $400,000; none yet issued.

Cost of road June 30, 1900, $3,272.

Plant and Equipment.—Miles of track (electric), 27; gauge, 4 ft. 8½ in.; 72 lb. T and 90 lb. grooved rail; two 250 K. W. generators.

Officers.—Pres. Frank L. Barnes, V. Pres. Thomas Merriam, Sec. & Treas. James G. Tracy.

Directors.—Thomas Merriam, A. W. Palmer, Frank L. Barnes, Willis B. Burns, H. W. Plumb, W. K. Niver, James G. Tracy, W. R. Kimball.

General Office, 13-16 Gridley Bldg., Syracuse, N. Y.
Date of information, Mar., 1902. z

TACOMA, WASH.

Population in 1880, 1,098, in 1890, 36,006, in 1900, 37,714, in 1902, 51,000.

Tacoma Railway & Power Co.—Chartered in Feb., 1899, under the laws of the State of New Jersey, as a consolidation of the Tacoma Railways Co., the City Park Ry. Co. and the Tacoma Traction Co.

CAPITAL STOCK, authorized, $2,000,000.

FUNDED DEBT.—First consolidated mortgage 5 p. c, gold bonds, authorized, $1,500,000, issued, $1,107,000; coupon but may be registered; dated Apr. 1, 1899, due 1929; not subject to call before maturity; int. payable Apr. and Oct. at office of Old Colony Trust Co., Boston, Mass., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track, 65, (electric 63.4, cable 1.6); gauge, 3 ft. 6 in.; 40 to 60 lb. T and girder rail; 98 cars, of which 47 are motor cars, 10 trail and grip cars, and 41 other cars; 4000 H. P. station plant; Frick & Penn. Iron Works engines, Gen. Elec. dynamos and motors, Brill, Pullman and Northern cars, Brill trucks.

OFFICERS.—Pres. R. T. Paine 2d, Boston; V. Pres. L. H. Hale, Sec. I. N. Keeler, 44 Broad St., New York City; Treas. E. L. Carr, Boston; Gen. Man, S. Z. Mitchell, Portland, O.; Gen. Supt. B. F. Weeks, Ch. Engr. S. G. Ames, Mast. Mech. G.E. Mortimer, Tacoma, Wash.

GENERAL OFFICE, South 13th and A Sts., Tacoma.

EASTERN OFFICE, Ames Bldg., Boston, Mass.

REFERENCE.—Notes on system, Vol. XVII, May 4, '01, p. 524.
Date of information, Mar., 1902. z

Seattle-Tacoma Interurban Railway Co.—This road is now under construction.

PLANT AND EQUIPMENT.—Miles of track (third-rail electric), 41.

OFFICERS.—Pres. Jacob Furth, Man. Geo. B. Blanchard, Sec. Geo. Donworth, Treas. W. Cameron Forbes, Boston, Mass.; Ch. Engr. H. Day Honford.

GENERAL OFFICE, at 508 Luzon Bldg., Tacoma, Wash.
Date of information, Jan., 1902. d

TAMPA, FLA.

Population in 1890, 5,532, in 1900, 15,859; population served, 22,834.

Tampa Electric Co.—This company is the successor by purchase at foreclosure sale of the Consumers' Electric Light & Street Railroad Co.

CAPITAL STOCK, authorized and issued, $500,000.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized, $500,000, issued, $350,000, in treasury, $150,000 (see Note); dated Jan. 1, 1900, due 1930; denom., $1,000; int. payable at office of American Loan & Trust Co., trustee of mortgage.

NOTE.—Treasury bonds may be issued for betterments and additions to 80 p. c. of cost.

PLANT AND EQUIPMENT.—Miles of track (electric), 24; gauge, 4 ft. 8½ in.; 45 lb. and 56 lb. T rail; 18 motor cars; Brill, Graham and Brownell cars; 1,400 H. P. water power.

OFFICERS.—Pres. Geo. J. Baldwin. V. Pres. & Sec. P. O. Knight, Asst. Sec. E. Wadsworth, Treas. Henry B. Sawyer, Supt. & Pur.Agt. H. H. Hunt, Gen. Mgrs. Stone & Webster (Boston, Mass.)

DIRECTORS.—George J. Baldwin, Peter O. Knight, H. H. Hunt, Eliot Wadsworth, M. P. Clough.

REFERENCES.—Pleasure parks, Vol. XIII, June, '97, p. 347; Vol. XVII, May 4, '01, p. 557.
Date of information, Jan., 1902. z

TARENTUM, PA.

Population in 1880, 1,245; in 1890, 4,627; in 1900, 5,472.

Tarentum Traction Passenger Railway Co.—Chartered May 20, 1890. Annual meeting second Tuesday in Jan.

Capital Stock, authorized, $100,000, issued, $50,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $100,000; dated Oct. 1, 1895, due 1925; denom. $1,000; int. payable Apr. and Oct., at office of Fidelity Title & Trust Co., of Pittsburgh, Pa., trustee of mortgage.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$19,282	$19,927	$19,894	$22,591	$26,058
Operating expenses	14,632	14,147	15,283	18.345	16,707
Earnings from operation	4,650	5,780	4,611	4,246	9,351
Deductions from earnings					
Interest	6,000	6,000	6,000	6,000	6,000
Taxes	381	924	544	181	1,557
Other expenses					410
Net income	*1,731	*1,144	*1,933	*1,935	1,384

*Deficit.

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction & equip.	$140,224	$140,900	$141,997	$143,226	$144,561
Stock	488	630	660	410	
Cash	10,725	9,870	9,907	9,923	560
Sinking fund					2,989
Other liabilities	1,761	1,754	1,250	1,250	
Profit and loss (deficit)	803	1,941	3,874	5,809	4,425
Total	$154,046	$155,095	$157,688	$160,618	$152,535
LIABILITIES.					
Capital stock	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Bills payable	1,519	1,519	1,519	1,519	
Accrued interest	1,500	2,370	4,500	7,500	1,500
Accounts payable	1,027	1,206	1,669	1,599	1,035
Total	$154,046	$155,095	$157,688	$160,618	$152,535

Plant and Equipment.—Miles of track (electric). 4.44; gauge, 5 ft. 2½ in.; 68 lb. girder rail; 7 motor cars; West. dynamos and motors.

Officers.—Pres. W. L. Mellon, Sec. F. M. Ross, Treas. W. S. Mitchell, Asst. Sec. Weaver H. Rogers.

Directors.—W. S. Mellon, F. M. Ross, W. S. Mitchell, J. H. Gross, R. P. Dickson, all of Pittsburg, Pa.

General Office, Tarentum, Pa. Treasurer's office, Lewis Block, Pittsburg, Pa.
Date of information, Aug., 1901. b

TAUNTON, MASS.

Population in 1880, 21,213, in 1890, 25,389, in 1900, 31,036.

Taunton Street Railway Co.—Chartered Feb. 12, 1870. On Aug. 3, 1900, the Providence & Taunton St. Ry. Co. was consolidated with this company which, in Oct., 1900, was itself consolidated with the Globe St. Ry. Co., of Fall River (now a part of the Old Colony Street Ry. system), the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $525,000; par value, $100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	1900.
Gross receipts	$85,897	$81,632	$72,083	$84,503	$107,545
Operating expenses	50,641	51,569	38,222	40,363	47,188
Earnings from operation.	35,256	30,064	33,861	44,140	60,357
Deductions from earnings					
Interest	29,901	29,425	32,369	33,909	35,879
Taxes	2,079	2,064	2,521	2,176	4,411
Other deductions	1,311	1,446	3,183	5,842	16,068
Net income	1,965	*2,871	*4,212	2,213	3,999
To surplus account	1,965		†	†	
Credits to profit and loss.					48,183
Total surplus account	25,267	22,397	*6,210	*21,837	30,346

*Deficit.

†$24,394 charged off in 1898 account of track reconstruction.
17,839 " " " 1899 " " " adjustments.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
General expenses	$ 5,920	$ 5,774	$ 6,615	$ 8,236	$10,776
Transportation expenses	32,556	34,563	25,179	22,952	26,397
Maint'ce of way & bldgs.	5,382	4,833	3,602	5,695	4,610
" " equipm.	6,782	6,400	2,826	3,480	5,405
Total	$50,640	$51,569	$38,222	$40,363	$47,188

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1896.	1897.	1898.	1899.	1900.
Passengers carried	1,595,415	1,298,276	1,269,804	1,425,664	1,902,578
Car miles run	340,523	341,152	383,711	364,053	411,609
Gross rec. p. car mile	$.252	$.239	$.187	$.232	$.261
Op. exp. per car mile	.149	.151	.099	.111	.114

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	1900.
Cost of road	$626,804	$626,804	$626,804	$682,911	$961,673
" equipment	111,503	112,155	112,185	112,398	178,633
Cash and cur. assets	49,292	60,410	59,109	11,667	20,522
Other assets			2,655	2,518	6,007
Other perm. prop.	195,951	196,595	195,722	217,538	327,068
Profit & loss (deficit)			6,210	21,837	
Total	$983,550	$995,965	$1,002,685	$1,048,869	$1,493,903
LIABILITIES.					
Capital stock	$350,000	$350,000	$350,000	$350,000	$525,000
Funded debt	550,000	550,000	550,000	550,000	700,000
Floating debt	58,283	73,567	102,685	142,549	210,296
Accrued liabilities				6,320	8,261
Specific funds					20,000
Profit & loss (surp's)	25,267	22,397			30,346
Total	$983,550	$995,965	$1,002,685	$1,048,869	$1,493,903

PLANT AND EQUIPMENT.—Miles of track (electric), 32.61; gauge, 4 ft. 8½ in.; 40 lb. to 60 lb. T and girder rail; 50 motor cars and 4 trail cars, 6 snow cars; McI. & S. engines, Jones and Stephenson cars.

OFFICERS.—Pres. F. S. Hall, V. Pres. & Gen. Man. Robert S. Goff, Sec. Herbert H. Read, Treas. Teresa V. Creed, Supt. Geo. F. Seibel.

DIRECTORS.—J. N. Beckley, Rochester, N. Y.; Robt. S. Goff, Fall River, Mass.; Patrick F. Sullivan, Lowell, Mass.; Geo. A. Washburn, Edwin A. Tetlow, W. E. Dunbar, Jas. T. Claffy, Geo. N. Elmes, Taunton, Mass.

GENERAL OFFICE, 14 City Sq., Taunton, Mass.

REFERENCE.—Increase of stock, Vol. XI, May, '95, p. 322.

Date of information, Feb., 1902. z

Dighton, Somerset & Swansea Street Railway Co.—Chartered in 1895. On Apr. 24, 1900, this company was consolidated with the Globe St. Ry. Co. of Fall River (now a part of the Old Colony Street Ry. system), the capital stock of these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $175,000; par value, $100 per share.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	Apr. 24, 1900.
Gross receipts	$69,096	$64,192	$61,828	$27,301
Operating expenses	48,983	43,978	45,879	21,498
Earnings from operation	20,113	20,214	15,949	5,803
Deductions from earnings.				
Interest on funded debt	6,250	6,250	6,250	3,542
" " unfunded debt	4,957	1,740	1,484	1,494
Taxes	2,049	2,049	2,413	1,642
Other deductions	8,796	12,355	5,632	1,601
Net income	*1,940	*2,179	169	*2,476
Dividends	6,250			
To surplus account	*8,190		169	
Total surplus account	8,257	6,077	*5,755	*9,523

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	Apr. 24, 1900.
General expenses	$ 4,806	$ 5,874	$ 6,956	$ 3,710
Maintenance of way and bldgs.	2,136	2,900	3,136	1,088
" " equipment	4,951	3,200	2,895	2,362
Transportation expenses	37,090	32,004	32,892	14,338
Total	$48,983	$43,978	$45,879	$21,498

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	Apr. 24, 1900.
Passengers carried	713,011	775,266	961,675	473,558
Car miles run	405,062	282,591	270,928	124,925
Gross receipts per car mile	$.170	$.217	$.228	$.219
Operating expenses per car mile	.121	.155	.169	.172

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	Apr. 24, 1900.
Cost of road	$247,592	$253,429	$252,924	$255,132
" equipment	63,385	67,764	64,353	66,335
Cash and current assets	16,936	22,273	13,845	15,636
Bills and accounts receivable				
Land and buildings	14,320	14,320	14,320	14,320
Miscellaneous assets	3,547	3,476	500	
Profit and loss (deficit)			5,755	9,523
Total	$345,780	$361,262	$351,697	$360,946
LIABILITIES.				
Capital stock	$175,000	$175,000	$175,000	$175,000
Funded debt	125,000	125,000	125,000	125,000
Current liabilities	37,523	33,250	46,872	57,212
Other liabilities		21,935	4,825	3,734
Profit and loss (surplus)	8,257	6,077		
Total	$345,780	$361,262	$351,697	$360,946

PLANT AND EQUIPMENT.—Miles of track (electric), 18.05; 30 motor cars, 6 other vehicles; Gen. Elec. dynamos and motors.

OFFICERS —Pres. B. D. Davol, Sec. & Treas. Herbert H. Read, Gen. Man. Robt. S. Goff, Supt. George F. Seibel.

DIRECTORS.—F. W. Brightman, Geo. W. Slade, Robert S. Goff, Herbert H. Read, B. D. Davol, Fall River, Mass.; C. A. Davis, Joseph F. Davis, Somerset, Mass.; P. F. Sullivan, J. H. Goodspeed.

GENERAL OFFICE, 14 City Square, Taunton, Mass.

Date of information, Feb., 1902. z

Taunton & Brockton Street Railway Co.—This road commenced operation Sept. 4, 1897. On Feb. 10, 1900, this company was consolidated with the Brockton St. Ry. Co. (now known as the Old Colony Street Ry. Co.), the capital stock of which is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $100,000.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—Year ending

	Sept. 30, 1898.	Aug. 2, 1899.	Feb. 10, 1900.
Receipts from passengers	$48,510	$54,261	$18,572
" other sources	148	54	29
Receipts total	48,658	54,315	18,611
Operating expenses	36,865	34,898	10,080
Earnings from operation	11,793	19,417	8,531
Deductions from earnings.			
Interest	5,360	5,169	$1,749
Taxes		1,905	791
Other deductions	1,568	3,000	4,000
Net income	4,865	9,343	1,991
Dividends paid 6 p. c.	6,000	8,000	2,000
To surplus account	*1,135	1,343	*9
Total surplus	2,268	3,611	3,602

*Deficit

OPERATING EXPENSES.

	1898.	1899.	1900.
General expenses	$ 2,314	$2,772	$ 1,979
Maintenance of way and buildings	6,212	3,988	379
" " equipment	4,308	3,680	1,021
Transportation expenses	24,031	24,458	6,701
Total	$36,865	$34,898	$10,080

STATISTICS OF TRAFFIC.

	1898.	1899.	1900.
Passengers carried	949.244	1,083,145	374.415
Car miles run	249,362	245,015	71,382
Gross receipts per car mile	$.195	$.222	$.260
Operating expenses per car mile	.148	.142	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS	1898.	1899.	1900.
Cost of road	$180,204	$179,242	$180,444
" " equipment	32,715	32,715	33,375
Cash and current assets	2,461	6,030	7,952
Total	$215,380	$217,987	$221,771
LIABILITIES.			
Capital stock	$100,000	$100,000	$100,000
Funded debt	100,000	100,000	100,000
Current liabilities	9,690	3,941	10,015
Other liabilities	3,422	10,435	8,154
Profit and loss (surplus)	2,268	3,611	3,602
Total	$215,380	$217,987	$221,771

Please note date of information at end of each report.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.7; 10 motor cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Horace B. Rogers, Sec. & Treas. Henry E. Reynolds.

DIRECTORS.—Patrick F. Sullivan, Jos. H. Goodspeed, F. B. Howard, Horace B. Rogers, Jno. P. Morse, Wm. Jones, Henry E. Reynolds.

GENERAL OFFICE, Brockton, Mass.

Date of information, Feb., 1902. z

Providence & Taunton Street Railway Co.—Commenced operation June 25, 1898. On Aug. 3, 1900, this company was consolidated with the Taunton St. Ry. Co., which is now a part of the Old Colony Street Ry. system. The capital stock of these companies is now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, $175,000.

FUNDED DEBT.—See Old Colony Street Ry. Co., Brockton, Mass.

OPERATION.—June 25 to Sept. 30,

	1898.	Year ending Sept. 30. 1899.	Aug. 3, 1900.
Receipts from passengers	$35,456	$61,795	$51,586
" other sources	100	300	269
" total	35,556	62,095	51,855
Operating expenses	12,856	38,586	28,057
Earnings from operation	22,700	23,509	23,798
Deductions from earnings.			
Interest	1,650	9,502	10,071
Taxes	600	2,510	2,618
Other deductions			10,000
Net income	20,450	11,497	1,109
Dividends paid		4,375	
To surplus account		7,122	
Total "		28,481	25,740

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	Aug. 3, 1900.
Cost of road and equipment	$409,088	$316,729	$337,581
Other permanent investments		111,630	111,630
Cash and current assets	8,556	6,002	10,402
Other assets	450	2,284	3,236
Total	$418,094	$436,645	$462,849
LIABILITIES			
Capital stock	$175,000	$175,000	$175,000
Funded debt	150,000	150,000	150,000
Current liabilities	71,418	79,000	96,972
Accrued "	1,225	4,164	15,137
Profit and loss (surplus)	20,451	28,481	25,740
Total	$418,094	$436,645	$462,849

PLANT AND EQUIPMENT.—Miles of track (electric), 15.52; 20 motor cars.

OFFICERS.—Pres. & Gen. Man. Robert S. Goff, V. Pres. P. F. Sullivan, Sec. & Treas. Herbert H. Read, Supt. Geo. P. Seibel, Taunton, Mass.

DIRECTORS.—Robert S. Goff, P. F. Sullivan, J. H. Goodspeed, A. B. Williams, Herbert H. Read.

GENERAL OFFICE, Fall River, Mass.

Date of information, Feb., 1902. z

East Taunton Street Railway Co.—This company company commenced operation of part of its road Dec. 23, 1898, and its Middleboro extension is now in operation.

CAPITAL STOCK, authorized and issued, $110,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds. $45,000; dated Mar. 1, 1900, due 1920; int. payable Mar. and Sept.

OPERATION.—Period from Dec. 23, 1898, to

	Sept. 30, 1899.	Year ending Sept. 30, 1900.	Sept. 30, 1901.
Total receipts	$12,386	$21,695	$28,167
Operating expenses	6,901	14,893	18,781
Earnings from operation	5,485	6,802	9,386
Deductions from earnings.			
Interest			2,515
Taxes	789	2,670	2,060
Net income	4,696	4,132	4,811
Dividends paid	2,250	2,400	
To surplus account	2,446	1,732	
Total surplus account		4,179	8,775

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	560,567
Car miles run	134,589
Total receipts per car mile	$.209
Operating expenses per car mile	.140

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$86,241	$143,239	$147,183
" " equipment	8,960	15,669	17,406
Other permanent investments	130	334	154
Cash and current assets	1,584	2,697	4,325
Total	$96,915	$161,939	$169,068
LIABILITIES.			
Capital stock	$73,450	$110,000	$110,000
Funded debt		45,000	45,000
Current liabilities	20,230	1,216	3,233
Accrued "	789	1,544	2,060
Profit and loss (surplus)	2,446	4,179	8,775
Total	$96,915	$161,939	$169,068

PLANT AND EQUIPMENT.—Miles of track (electric), 11.2; gauge, 4 ft. 8½ in.; 7 motor cars; Gen. Elec. motors.

OFFICERS.—Pres. M. A. Cavanaugh, V. Pres. T F. Cavanaugh, Sec. & Gen. Man. Jas. P. Dunn, Treas. Joseph B. Murphy.

DIRECTORS.—M. A. Cavanaugh, T. F. Cavanaugh, J. P. Dunn, J B. Murphy, C. R. Barstow, C. R. Richmond, S. F. O'Hara.

GENERAL OFFICE, 23 Summer St., Taunton, Mass.

Date of information, Dec., 1901. b

TEMPLETON, MASS.

Population in 1880, 2,789, in 1890, 2,999, in 1900, 3,489.

Templeton Street Railway Co.—This road commenced operation July 1, 1901.

CAPITAL STOCK, authorized, $50,000, issued, $25,000.

Loans and notes payable, Sept. 30, 1901, $199,507.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.9; 13 motor cars, 2 snow plows.

OFFICERS.—Pres. Percival Blodgett, Sec. B. W. Skinner, Treas. M. A. McElroy.

DIRECTORS.—Percival Blodgett, B. W. Skinner, Fred Greenwood, Gilman Waite, F. G. Roberts.

GENERAL OFFICE, East Templeton, Mass.

Date of information, Dec., 1901. b

TERRE HAUTE, IND.

Population in 1880, 26,042, in 1890, 30,217, in 1900, 36,673.

Terre Haute Electric Co.—This company is the successor to the Terre Haute Electric Co., which was chartered June 4, 1894, in perpetuity. The company now owns and operates the entire street railway system and the entire electric lighting system of the city of Terre Haute. This company owns the properties of the Brazil Rapid Transit Co., of Brazil, Ind., and its line forms a part of the Brazil extension of this road known as the Terre Haute Interurban Electric Ry. Co., which is to be extended to Indianapolis on the old national highway.

The company owns and operates the Citizens' Electric Light & Power Co., which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute, and has a five-year contract with the city for lighting the streets and alleys, from Feb., 1900. and also owns and operates the Terre Haute Steam Heating & Power Company, which has an unlimited time franchise for the use of the streets and alleys of the city of Terre Haute. This company in 1896 put in mains to heat a large section of the city.

Capital Stock.—Common stock, authorized and issued, $1,000,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1.400,000; dated July 1, 1899, due 1929; denom. $1,000; coupon, but may be registered; int. payable Jan. and July, at office of Boston Safe Deposit & Trust Co., trustee of mortgage.

Plant and Equipment.—RAILWAY PLANT. Miles of track (electric), 34; gauge, 4 ft. 8½ in.; 40 lb. and 72 lb. rail; 70 cars; 50 motors, 1 electric sweeper; 450 H. P. station plant; West. engines, tubular boilers, West. and Walker dynamos and motors, Brill, Pullman and own cars.

ELECTRIC LIGHTING PLANT.—3 250 H. P. compound Fitchburg engines, 1 1,000 H. P. cross-compound Lane & Bodley engine, 3 300 K. W. Westinghouse alternators, direct connected, 1 600 K. W. Westinghouse alternator, direct connected, 2,750 H. P. Climax and Cahall boilers, 4 64 K. W., 1 60 K. W. tub transformers.

STEAM HEATING PLANT. 1 mile of heavy mains supply the heart of the business and residence district of the city of Terre Haute.

Officers.—Pres. W. R. McKeen, V. Pres. J. G. McNutt, Sec. Jno. T. Beasley, Treas. G. E. Tripp, Gen. Man. J. P. Clark, Pur. Agt. E. G. Alden, Elecn. C. T. Mordock, Ch. Engr. D. Valentine.

General Office, 663 Wabash Ave., Terre Haute.

References.—Description of road, Vol. X, June, '94, p 357 (ill.); description of track, Vol. X, Nov., '94, p. 729 (ill.); pleasure parks, Vol. XIII, June, '97, p. 347; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188; merit system, Vol. XVII, Mar. 30, '01, p. 378.

Date of information, Dec., 1901. b

TEXARKANA, ARK.

Population in 1880, 1,390, in 1890, 3,486, in 1900, 4,914.

Texarkana Railway Co.—Charter and municipal franchise granted in 1888, for 30 years. This is a private road.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft.; 30 lb. T rail; 29 mules, 9 cars; St. Louis cars.

OFFICER.—Man. Frank Whitley.

Date of information, Dec., 1901. d

THOMPSONVILLE, CONN.

Population (including Enfield) in 1890, 4,663, in 1900, 6,699.

Hartford & Springfield Street Railway Co.—This company is the successor to the Enfield & Longmeadow Electric Railway Co., which was chartered Feb. 11, 1895, in perpetuity. Municipal franchise granted in 1896. Annual meeting in Oct. Operation begun Nov. 17, 1896.

CAPITAL STOCK, authorized, $500,000, issued, $121,700.

FUNDED DEBT.—First mortgage 5 p. c. coupon bonds, authorized, $150,000, issued, $100,000, in treasury, $50,000; dated Nov., 1896; due 1916; denom. $500 and $1,000; int. payable May and Nov., at office of New Haven Trust Co., of New Haven, trustee of mortgage.

OPERATION.—	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Total receipts	$15,119	$24,143	$25,226	$25,206
Operating expenses	14,527	18,772	21,996	24,620
Earnings from operation	592	5,371	3,230	586
Deductions from earnings.				
Interest	5,000	5,000	5,000	5,610
Taxes	1,004	947	1,013	957
Deficit	5,412	576	2,783	5,980
Total surplus				5,020

STATISTICS OF TRAFFIC.

	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	Year ending June 30, 1901.
Passengers carried	284,482	480,258	460,912	510,639
Car miles run	128,881	190,044	177,680	181,801
Total receipts per car mile	$.117	$.127	$.142	$.139
Op. ex. per car mile	.112	.098	.124	.135

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equipment	$216,700	$216,700	$216,898	$216,700
Materials on hand	198	503	766	
Accts. receivable	104	301	301	
Cash on hand	218	823	738	127
Investment				5,000
Profit and Loss (deficit)	2,131	2,423	4,893	
Total	$219,351	$220,750	$223,596	$221,827
LIABILITIES.				
Capital stock	$116,700	$116,700	$116,700	$121,700
Funded debt	100,000	100,000	100,000	100,000
Bills and accounts payable	2,651	4,050	6,896	
Damage ins. fund				
Profit and loss (surplus)				127
Total.	$219.351	$220,750	$223,596	$221,827

PLANT AND EQUIPMENT.—Miles of track (electric), 8.62; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 motor cars; 300 H. P. station plant; Ideal engines, Gen. Elec. dynamos and motors, Brill cars and trucks.

OFFICERS.—Pres. P. L. Saltonstall, Boston, Mass.; Sec. Arthur Perkins, Hartford, Conn.; Treas. Chauncey Eldridge, Boston, Mass.; Supt. Geo. B. Larrabee, Thompsonville, Conn.

DIRECTORS.—P. L. Saltonstall, Chauncey Eldridge, S. Reed Anthony, Boston, Mass.; Arthur Perkins, Francis R. Cooley, Hartford, Conn.; S. Harrison Wagner, New Haven, Conn.; Lyman A. Upson, Thompsonville, Conn.

GENERAL OFFICE, Main Street, Thompsonville, Conn.

REFERENCES.—Opening of road, Vol. XVIII, Jan. 18, '02, p. 83 (map); description of road, Vol. XIX, Feb. 1, '02, p. 126 (ill.).

Date of information, Dec., 1901. b

TIFFIN, O.

Population in 1880, 7,879, in 1890, 10,500, in 1900, 10,989.

Tiffin, Fostoria & Eastern Electric Railway Co.—This company is owned by S. B. Sneath and is the successor to the Tiffin & Fostoria Electric Ry. Co., which is the electric railway portion of the Tiffin & Interurban Consolidated Electric Ry., which was sold at receiver's sale.

CAPITAL STOCK, authorized and issued, $175,000.

FUNDED DEBT, authorized and issued, $175,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17.5; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T and girder rail; 12 motor cars, 3 work cars, 1 freight car; Brownell engines and boilers, West., Gen. Elec. and Walker dynamos and motors, Brill, B. & S., Pullman and Kuhlman cars.

OFFICERS.—Pres. S. B. Sneath, V. Pres. C. F. M. Niles, Sec. & Treas. R. D. Sneath, Supt. Ai Kaup, Ch. Engr. & Mast. Mech. Chas. Harmon, Ch. Elecn. C. S. Everingin.

GENERAL OFFICE, 48 E. Perry St., Tiffin, Ohio.

Date of information, Mar., 1902. z

The Electric Railway & Power Co.—Chartered Aug. 4, 1893, for 25 years.

CAPITAL STOCK, authorized, $50,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 50 lb. and 80 lb. T and girder rail; 13 cars, of which 8 are motor cars and 5 trail cars; Gen. Elec. dynamos and motors, Laclede cars.

OFFICERS.—Pres. G. D. Loomis, V. Pres. C. J. Yingling, Sec. J. F. Bunn, Treas. B. W. Crobaugh.

GENERAL OFFICE, Tiffin, O.

REFERENCES.—Description of park, Vol. XVII, Mar. 2, '01, p. 309; park, Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Jan., 1902. z

TITUSVILLE, PA.

Population in 1880, 9,046, in 1890, 8,073, in 1900, 8,244.

Titusville Electric Traction Co.—Charter and municipal franchise granted in Jan., 1897, to construct an electric railway from Titusville to Hydetown, East Titusville and Pleasantville.

CAPITAL STOCK, $100,000.

FUNDED DEBT, $34,000.

OPERATION.—Year ending June 30,	1899.	1900.	1901.
Gross receipts	$19,006	$23,934	$26,418
Operating expenses	9,521	15,206	16,867
Earnings from operation	9,485	8,728	9,559
Taxes	88	180	271
Interest		6,000	6,000
Other deductions		1,835	1,363
Net income	9,397	713	2,917

BALANCE SHEET.—Dated June 30,

ASSETS.	1899.	1900.	1901.
Cost of road	$82,533	$91,646	$120,508
Cost of equipment	34,301	38,010	38,065
Materials and supplies	600	3,010	462
Cash	7,816	713	1,916
Total	$125,250	$133,379	$160,951
LIABILITIES.			
Capital stock		$100,000	
Funded debt	$34,000		$100,000
Loans	54,100	10,500	25,996
Accounts payable	29,331	19,823	32,900
Other liabilities		2,343	139
Profit and loss (surplus)	7,819	713	1,916
Total	$125,250	$133,379	$160,951

PLANT AND EQUIPMENT.—Miles of track (electric), 12; gauge, 4 ft; 8½ in.; 60 lb. and 67 lb. girder rail; 13 motor cars, 1 dummy engine; Atlas-Corliss engines, Gen. Elec. dynamos, American cars, Peckham trucks.

OFFICERS.—Pres. M. B. Dunham, V. Pres. A. J. Hazeltine, Sec. Treas. & Gen. Man. G. H. Dunham, Ch. Engr. A. A. Robertson.

DIRECTORS.—R D. Stoeltzing, Pleasantville, Pa.; G. H. Dunham, Titusville, Pa.; A. J. Hazeltine and M. B. Dunham, Warren, Pa.

GENERAL OFFICE, Pleasantville, Pa.

REFERENCE.—Description of road, Vol. XV, Mar., '99, p. 140 (ill.).

Date of information, Aug., 1901. b

Please note date of information at end of each report.

TOLEDO, IOWA.

Population in 1880, 1,026, in 1890, 1,836, in 1900, 1,941.

Tama & Toledo Electric Railway & Light Co.—Municipal franchise granted 1893, for 20 years. Annual meeting first Tuesday in February.

CAPITAL STOCK, authorized and issued, $80,000

FUNDED DEBT, first mortgage, 6 p. c. bonds, authorized and issued, $20,000; dated Oct. 1, 1895, due 1905; denom. $500; int. payable at office of Gloucester Safe Deposit & Trust Co., of Boston, trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 3; gauge, 4 ft. 8½ in.; 3 motor cars; Ide engines.

OFFICERS.—Pres. & Gen. Man. W. C. Walters, V. Pres. W. E. Brice, Sec., Treas., & Pur. Agt. H. A. Shanklin, Elecn. A. J. Lever, Engr. R. M. Rockfort.

DIRECTORS.—W. C. Walters, W. E. Brice, A. L. Brooks, L. Clark, H. A. Shanklin.

GENERAL OFFICE, Toledo, Iowa.

REFERENCE.—Description of park (brief), Vol. XVII, Apr. 6, '01 p. 435.

Date of information, Jan., 1902. z

TOLEDO, O.

Population in 1880, 50,137, in 1890, 81,434, in 1895, 125,000, in 1900, 131,822.

Toledo Railways & Light Co.—This company is the successor to the Toledo Traction Co., which on July 1, 1896, acquired by consolidation all the property, right and franchises of all the street railways in the city, and also control the Toledo Consolidated Electric Co., which owns and controls practically all the electric lighting and power business in the city, and the underground conduits. The statistics of capital stock, funded debt, and plant and equipment, include the electric lighting department.

Capital Stock.—Common stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—Toledo Traction Co.'s consolidated first mortgage 5 p. c. gold bonds, authorized, $6,000,000, issued, $5,825,000, outstanding, $3,879,000, $1,766,000 are held in escrow (see Note), in treasury (see Note), $175,000; coupon, but may be registered; dated July 1, 1896, due 1909; denom. $1,000; int. payable Jan. and July, at office of Guaranty Trust Co., of New York, trustee of mortgage.

New consolidated mortgage 4 p. c. gold bonds authorized, $12,000,000, issued, $4,000,000; coupon, but may be registered; dated July 1, 1901, due 1909; int. payable Jan. and July, at office of United State Mortgage and Trust Co., New York, trustee of mortgage, and Kean, Van Cortland & Co., New York. These bonds are subject to call at 102½ and interest on any interest date after thirty days notice.

Note.—Of the Toledo Traction Co.'s consolidated 5 p. c. mortgage bonds $1,766,000 are held to retire divisional prior lien bonds when due. The mortgage covers all the railways subject to these prior liens and is a first lien on the new Central station and other realty. The bonds are further secured by the deposit of $1,000,000, par value, of first mortgage bonds and the entire capital stock of Toledo Consolidated Electric Co. The unissued bonds have been cancelled.

PRIOR LIENS.

$175,000 of the consolidated first mortgage bonds are reserved in the treasury for future extensions, improvements and additions to the property, but may be issued only at the rate of 75 per cent. of the actual cost of such expenditures.

$6,000,000 of the new consolidated 4 p. c. bonds are reserved to retire all of the underlying bonds, and $2,000,000 for improvements.

Toledo Consolidated Street Ry. Co.'s 5 p. c. mortgage bonds, $1,066,000; due July 1, 1909.

Toledo Electric Street Ry. Co.'s 5 p. c. mortgage bonds, $700,000; due Feb. 1, 1912.

Operation.—Year ending

	June 30, 1898.	1899.	1900.	Dec. 31, 1901.
Gross receipts	$921,168	$1,006,384	$1,125,187	$1,311,084
Oper. exps. and mis. charges.	554,554	546,356	612,779	*636,407
Net income	366,624	460,028	512,408	674,677
Fixed charges	266,140	283,119	287,005	415,168
Surplus	100,484	176,909	225,403	259,509

*Including taxes.

Plant and Equipment.—Miles of track (electric), 100; gauge, 4 ft. 9½ in.; 56 lb. to 93 lb. girder rail; 273 cars, of which 234 are motor cars and 39 trail cars; Hamilton-Corliss and Allis engines, Gen. Elec. and West. dynamos and motors, Pullman and Brill cars.

Officers.—Pres. Albion E. Lang, V. Pres. Gen. Man. & Audr. E. Watson, Sec. Barton Smith, Treas. John B. Dennis, Supt. John Collins, Elecn. E. J. Bechtel, Ch. Engr. of Power Station O. E. Olson.

Directors.—Albion E. Lang, N. B. Ream, Thomas McLean, Barton Smith, Jas. A. Blair, John B. Dennis, Rufus H. Baker, William H. McClellan, Jr., Geo. W. Hale.

General Office, cor. Monroe and Water Sts., Toledo, O.

References.—Description of road, Vol. VIII, Mar., '92, p. 137; Vol. VIII, Dec., '92, p. 746; description of power plant, Vol. VII, June, '91, p. 288 (ill.); description of emergency wagon, Vol. VIII, Feb., '92, p. 70 (ill.); description of fire in car house, Vol. VIII, Feb., '92, p. 74 (ill.); increase of stock, Vol. IX, Jan., '93, p. 65; description of casino (brief), Vol. XI, May, '95, p. 310 (ill.); operating detail, transfers, Vol. IX, Aug., '93, p. 533 (ill.); change in ownership, Vol. XII, July, '96, p. 401; description of power plant, Vol. XIII, Jan., '97, p. 9 (ill.); pleasure park, Vol. XIII, June, '97, p. 346; description and review, Vol. XVI, Feb. 3, '00, pp. 109-113 (ill.); description of park (brief), Vol. XVII, May 4, '01, p. 556.

Date of information, Mar, 1902. x

For map of road see page 278.

Toledo, Bowling Green & Fremont Railway Co.—This company has been consolidated with the Findlay Street Ry. Co. and the Hancock Light & Power Co., forming the Toledo, Bowling Green & Southern Traction Co.

Date of information, Mar., 1902. x

Toledo, Bowling Green & Southern Traction Co.—This company is a consolidation of the Toledo, Bowling Green & Fremont Ry., the Findlay Street Ry., and the Hancock Light & Power Co., of Findlay. The company has a perpetual lease to run over the tracks of the Toledo & Perrysburg Belt line.

Capital Stock, authorized and issued, $1,500,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $1,5000,000, issued, $950,000; dated May 1, 1901, due 1921; denom. $500 and $1,000; int. payable May and Nov., at Central Trust & Safe Deposit Co., Cincinnati, O., trustee of mortgage.

Findlay Street Ry. Co.'s first consolidated mortgage 5 p. c. gold bonds, authorized, $275,000, issued, $125,000; in escrow (to retire prior lien, due 1911), $150,000; dated Dec. 1, 1899, due 1924; int. payable June and Dec., at office of Atlantic Trust Co., of New York; trustee of mortgage, Central Trust & Safe Deposit Co., of Cincinnati.

Findlay Street Ry. Co.'s first mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000, outstanding, $116,000; dated May 1, 1895, due 1911; denom. $1,000; not subject to call; int. payable at office of Central Trust & Safe Deposit Co., of Cincinnati, O., trustee of mortgage.

Note.—Of the $1,500,000 first mortgage bonds, $275,000 are held to retire underlying liens and $275,000 for extensions and improvements.

Plant and Equipment.—Miles of track (electric), 60; gauge, 4 ft. 8½ in.; 60 lb. and 72 lb. T and girder rail; 30 cars.

Officers —Pres. G. B. Kerper, V. Pres. & Treas. H. Burhold, Cincinnati, O.; Sec. J. A. Bope, Findlay, O.; Man. Pur. Agt. & Supt. C. F. Smith, Cincinnati, O.; Ch. Engr. W. Nusbaum, Mast. Mech. W. Twining, Ch. Elecn. C. Hoch, Audr. A. G. Starr.

Date of information, Feb., 1902. x

Toledo & Maumee Valley Railway Co.—Chartered, Jan., 1894. This company operates jointly with the Toledo, Bowling Green & Fremont Railway Co., entering Toledo (8 miles) over the tracks of the Toledo Traction Co., under perpetual traffic agreement. In Feb., 1900, the Toledo, Maumee & Perrysbury Electric R. R. Co., was consolidated into this company.

Capital Stock, $300,000.

Plant and Equipment.—Miles of track owned (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. T rail; 14 cars, of which 12 are motor cars and 2 trail cars; Gen. Elec. dynamos and motors, Barney & Smith and St. Louis cars.

Officers.—Pres. A. K. Detwiler, V. Pres. G. G. Metzger, Sec. G. K. Detwiler, Treas. W. B. Taylor, Gen. Man. C. A. Denman.

General Office, 106 Summit St., Toledo, O.

Date of information, Mar., 1901. z

Toledo & Monroe Railway.—This road was placed in operation to Monroe, 19 miles, in 1901. Shortly afterward it was purchased by the Everett-Moore syndicate and operated as a part of the Detroit & Toledo Shore Line. In February, 1902, it reverted to the former owners, who now propose to extend it to Detroit.

Capital Stock.—Common stock, $250,000; preferred stock, $200,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $600,000, issued, $450,000; dated June 1, 1898, due 1918; denom. $1,000; int. payable June and Dec., at office of Knickerbocker Trust Co., trustee of mortgage.

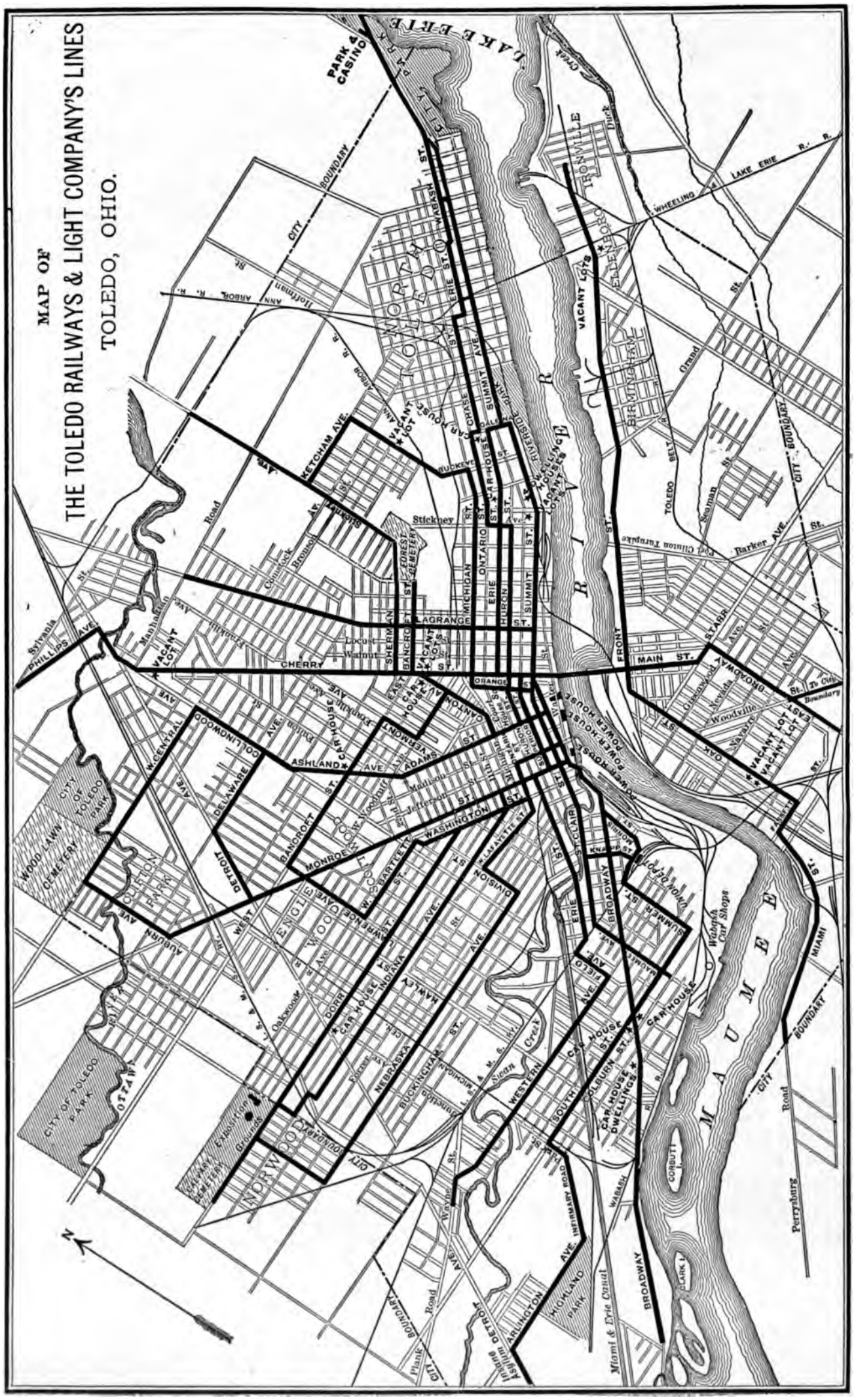
Plant and Equipment.—Miles of track (electric), 22.5; gauge, 4 ft. 8½ in.; 70 lb. rail; 6 motor cars; Corliss engines, 2-400 Siemens-Halske dynamos, West. motors.

Officers.—Pres. C. A. Black, V. Pres. E. M. Fowler, Sec. A. E. T. White, Treas. Man. & Pur. Agt. J. M. Mulkey, Cons Engrs. J. G. White & Co.

General Office.—1020 Chamber of Commerce, Detroit, Mich.

Reference.—Description of road, Vol. XVIII, Aug, 3, '01, p. 122 (ill.).

Date of information, Mar., 1902. x


MAP OF
THE TOLEDO RAILWAYS & LIGHT COMPANY'S LINES
TOLEDO, OHIO.
LAKE ERIE PARK
PARK & CASINO
CITY BOUNDARY
TOLEDO
NORTH TOLEDO
IRONVILLE
WHEELING & LAKE ERIE R. R.
ELLERBORE
BIRMINGHAM
VACANT LOTS
KETCHAM AVE.
CHERRY ST.
ORANGE ST.
MAIN ST.
FRONT ST.
BROADWAY
ASHLAND AVE.
DELAWARE AVE.
DETROIT AVE.
WASHINGTON ST.
MONROE ST.
JEFFERSON ST.
ADAMS ST.
WABASH ST.
ERIE ST.
SUMMIT ST.
ONTARIO ST.
MICHIGAN ST.
HURON ST.
ERIE ST.
LAGRANGE ST.
SHERMAN ST.
BANCROFT ST.
VERMONT ST.
CANTON AVE.
POWER HOUSE
CAR HOUSE
WOODLAWN AVE.
WEST ENGLEWOOD
NORTH ENGLEWOOD
WOOD LAWN CEMETERY
CITY OF TOLEDO PARK
CLINTON PARK
EXPOSITION GROUNDS
CAR HOUSE DWELLINGS
MAUMEE
Miami & Erie Canal
Maumee River
Perrysburg Road
Plank Road
Boundary
Toledo Belt R. R.
Grand Trunk R. R.
Wabash Car Shops
Union Depot
Fort Stephenson Battlefield
Toledo Terminal R. R.
Lake Shore & M. S. R. R.
Toledo & Western R. R.
Wabash R. R.
Ann Arbor R. R.
Cherry Street Bridge
Walnut Street Bridge
Summit Street Bridge
Broadway Bridge
Collingwood Ave.
Woodville Road
Oak St.
Navarre Ave.
Seaman St.
Barker Ave.
Fort Stephenson Battlefield
Stickney Ave.
Cummock Ave.
Bronson Ave.
Sylvania Ave.
Phillips Ave.
Auburn Ave.
Delaware Ave.
Detroit Ave.
Bancroft St.
Indiana Ave.
Nebraska Ave.
Hawley St.
Buckingham St.
Division St.
Lafayette St.
Madison St.
Jefferson St.
Washington St.
Monroe St.
Bartlett St.
Erie St.
Broadway St.
Summer St.
Front St.
Main St.
Orange St.
Cherry St.
Lagrange St.
Sherman St.
Michigan St.
Ontario St.
Erie St.
Huron St.
Summit St.
Chase St.
Harrison St.
Ketcham Ave.
Auburn Ave.
Phillips Ave.
Sylvania Ave.
Maplewood Ave.
Locust St.
Walnut St.
Oakwood Ave.

The Toledo Adrian & Jackson Railway.—Organized by the interests controlling the Toledo & Western Ry. Co., to construct the Michigan part of their electric railway extending from Sylvania, O., to Adrian, Mich. The road is now in operation.

Date of information, Mar., 1902. x

The Toledo & Western Railway Co.—Chartered Dec., 1899, in perpetuity; municipal franchises granted in 1898, 1899 and 1900. Annual meeting third Saturday in Jan. This company was organized to construct an electric railway from Toledo to Morenci, Mich., with an authorized extension in Ohio to the Indiana State line and from Sylvania, O., to Adrian, Mich., total, about 75 miles. In March, 1901, 8 miles of track, from West Toledo to Sylvania, was in operation and the first unit of power was duly installed.

Capital Stock, authorized, $1,800,000, issued, $1,500,000; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $1,250,000; to be dated July 1, 1901, due May 1, 1926; denom. $1,000; int. payable Jan. and July, at office of Western Reserve Trust Co., Cleveland, O., trustee of mortgage.

Plant and Equipment.—Miles of track (electric) proposed, 75, constructed, 62; 58 of which is over private right of way; gauge, 4 ft. 8½ in.; 60 lb. T rail; 8 motor cars, 3 trail cars and 16 freight cars; Russell compound engine; 2,500 H. P. station plant; Gen. Elec. dynamos, Jewell cars, Peckham trucks.

Officers.—Pres. & Treas. Luther Allen, Cleveland; V. Pres. J. R. Seagrave, Cleveland; Sec. & Man. F. E. Seagrave, Supt. A. P. Southworth, Audr. & Pur. Agt. C. E. French, Ch. Engr. Frank T. Oakley, Elecn. F. B. Perkins.

General Office, National Union Bldg., Toledo, Ohio.

Date of information, Jan., 1902. z

Toledo-Bryan Air Line Railway Co.—This road is now under construction.

Officers.—Pres. Milton Taylor, V. Pres. Jas. C. Bonner, Sec. Frederick V. H. Collins, Treas. John Q. Adams, Man. Wm C. Brewer, Ch. Engr. Frank T. Oakley, Ch. Elecn. F. B. Perkins.

General Office, 432-438 The Valentine, Toledo, O.

Date of information, Nov., 1901. z

Toledo, Columbus, Springfield & Cincinnati Railway Co.—This road is now under construction.

Plant and Equipment.—Miles of track (electric), 153.

Officers.—Pres. Man. & Pur. Agt. Ellis Bartholomew, Toledo, O.; 1st V. Pres. C. H. Wells, Lima, O.; 2nd V. Pres. A. T. McCormick, Columbus, O.; Sec. J. N. Covault, Toledo, O.; Treas. Wm. P. Heston, Toledo, O.; Supt. G. A. Bartholomew, Lima, O.; Ch. Engrs. Ginn & Miller, Columbus, O.

General Office, 563-566 The Spitzer, Toledo, O.

Date of information, Jan., 1902. d

Toledo & Indiana Railway Co.—This road is now under construction.

Officers.—Pres. Chas. P. Griffin, V. Pres. Geo. G. Metzger, Sec. L. W. Brown, Treas. A. K. Detwiler, Man. Bert Griffin.

Date of information, Jan., 1902. d

Toledo, Napoleon & Defiance Railroad Co.—This road is now under construction.

Plant and Equipment.—Miles of track (electric), 55.5; 15 cars.

Officers.—Pres. C. E. Sutton, V. Pres. Richard Hattersley, Treas. Man. & Pur. Agt. W. R. Hattersley, Sec. H. C. Webster, Ch. Engrs. & Elecns. E. P. Roberts & Co., Cleveland, O.

Date of information, Jan., 1902. d

TOPEKA, KAN.

Population in 1880, 15,452; in 1890, 31,007; in 1900. 33,708.

The Topeka Railway Co.—Chartered May 1, 1892, to take over the property and franchises of the Topeka City Ry. Co. and the Topeka Rapid Transit Ry. Co.

Capital Stock, authorized and issued, $1,250,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c., bonds, authorized $1,100,000, issued, $450,000; coupon, but may be registered; dated May 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of J. Kennedy, Tod & Co., 45 Wall St., New York; trustee of mortgage, Manhattan Trust Co., of New York.

Plant and Equipment.—Miles of track (electric), 35; gauge, 4 ft. 8½ in.; 35 lb. and 52 lb. T and girder rail; 60 cars, of which 40 are motor cars and 15 trail cars, 5 service cars; Allis engines, Gen. Elec. dynamos and motors, Laclede, St. Louis and Stephenson cars.

Officers.—Pres. & Treas. C. C. Baker, V. Pres. M. A. Low, Sec. J. G. Slonecker, Gen. Man. J. M. Patten.

Directors.—M. A. Low, J. G. Slonecker, F. G. Willard, J. M. Patten, C. S. Gleed, Chas. Blood Smith, W. H. Rossington, Howel Jones, H. C. Speer, S. T. Howe, L. C. Wasson, T. G. Kennedy, C. C. Baker.

General Manager's Office, 1112 Jackson St. President's office, 113 East 8th Ave., Topeka, Kan.

Date of information, Jan., 1902. z

TORONTO, ONT.

Population in 1880, 75,110; in 1890, 160,141; in 1896 (assessment returns), 176,858; in 1900, 250,001.

Toronto Railway Co.—Chartered June, 1892, for 30 years. This company operates the Toronto & Scarboro Elec. Ry., Light & Power Co. and the Toronto & Mimico Ry. & Light Co.

Capital Stock, authorized and issued, $6,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4½ p. c. gold coupon bonds, authorized, $35,000 per mile of single track, issued, $2,999,953, in treasury, $250,000; dated Sept. 1, 1891, due 1921; denom. $1,000 and £100; int. payable Feb. and Aug., at office of company; trustees of mortgage, Geo. A. Cox, of Toronto, and R. B. Angus, of Montreal.

Note.—$600,000 of the first mortgage bonds issued are held in escrow to retire at maturity an equal amount of the bonds of the company's predecessor, dated 1884, due in 1914, int. 6 p. c. These original bonds are not a lien upon the new construction or equipment of the new company. The company agrees to retire 5 p. c. of the outstanding bonds in 1911 and annually thereafter until maturity.

Operation.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts..	$1,077,612	$1,210,618	$1,333,542	$1,501,001	$1,661,108
Op. exp. & taxes..	525,801	578,857	650,325	775,981	857,612
Earnings from op.	551,811	631,761	683,218	725,020	803,496
Deduc's from earn.		227,022	250,349	270,857	292,769
Net income.....	341,023	404,739	432,869	454,163	510,727
Div'ds and paving	270,000	304,000	304,000	304,000	338,000
To surplus acct...	71,023	100,739	128,869	150,163	172,727
P. c. operating exp. total receipts...	48.8	47.4	48.8	51.0	51.6

Balance Sheet.—Dated Dec. 31,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip real estate and bldgs.	$9,852,415	$10,089,653	$10,343,395	$10,675,138
Accounts receivable....	20,480	19,765	28,740	227,995
Stores in hand.....	26,526	30,875	65,372	49,428
Cash	118,078	123,022	129,213	102,527
Total	$10,017,499	$10,263,615	$10,566,720	$11,055,088
LIABILITIES.				
Capital stock.....	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 6,000,000
Bonds.....	2,999,953	2,999,953	2,999,953	3,473,373
Mortgages.....			70,000	70,000
Loans on bonds in treas		100,000	200,000	
Accounts payable.....	69,688	97,160	84,651	106,931
Unredeemed tickets....	11,149	12,364	10,749	11,963
Uniforms		117	208	456
Injuries and damage (insurance fund).....	8,058			3,420
Interest on bonds	54,396	54,397	54,872	58,431
Dividend payable	60,000	60,000	60,000	75,000
Profit and loss (surplus)	814,255	939,624	1,086,287	1,255,514
Total.....	$10,017,499	$10,263,615	$10,566,720	$11,055,088

The following table shows the development of the system by periods since 1880.

Year.	Miles track.	Passengers carried.	Rides per capita.
1880	19.03	2,869,664	37
1885	37.67	7,386,208	65
1890	65.35	16,310,444	94
1895	88,96	23,353,228	132
1896	89.12	23,537,911	132
1897	90.93	25,271,314	135
1898	90.83	28,710,388	144
1899	93.04	31,826,940	148
1900		36,061,867	
1901	99.5	39,848,087	

Plant and Equipment.—Miles of track (electric), 99.5; gauge, 4 ft. 10¾ in.; 70 lb. girder rail; 730 cars, of which 510 are motor cars and 220 trail cars; 7,500 H. P. station plant; A. & S. and Corliss engines, Gen. Elec. dynamos and motors, own cars.

Officers.—Pres. Wm. MacKenzie, V. Pres. Jas. Ross, Sec. & Treas. J. C. Grace, Man. E. H. Keating, Supt. J. Gunn.

Directors.—Wm. MacKenzie, James Ross, James Gunn, Geo. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn.

General Office, Toronto, Ont.

Please note date of information at end of each report.

References.—Description of road, Vol. VIII, Dec., '92, p. 737; Vol. IX, Sept., '93, p. 569 (ill.); increase of bonds, Vol. IX, Mar., '93, p. 197; operating detail, transfers, Vol. IX, Dec., '93, p. 828 (ill.); report, Vol. IX, Jan., '93, p. 68; tax report, Vol. IX, Feb. '93, p. 129; annual report, Vol. X, Feb., '94, p. 146; for '92, '93, '94, Vol. XI, Feb., '95, p. 120; description of road, Vol. XI, Souv., '95, p. 25 (ill.); financial standing (brief), Vol. XII, Oct., '96, p. 608; Radial system, of Rys. for Toronto, Vol. XVI, Apr. 14, '00. p. 392; description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Jan., 1902. z

Metropolitan Street Railway Co.

Capital Stock, authorized, $1,000,000, issued, $500,000.

Funded Debt.—First mortgage 5 p. c. bonds, authorized, $500,000, issued, $450,000.

Plant and Equipment.—Miles of track (electric), 30; gauge, 4 ft. 10¾ in.; 56 lb. T rail; 14 motor cars and 8 miscellaneous cars 1,000 H. P. Goldie & McCulloch engines, 1,000 K. W. Gen. Elec. dynamos and 50 H. P. motors, Jones, Pullman and St. James cars.

Officers.—Pres. C. D. Warren, Sec. & Treas. R. Jenkins, Gen. Man. & Pur. Agt. J. W. Moyes.

Post Office Address, Deer Park P. O., Ontario.

Date of information, Jan., 1901. d

TORONTO JUNCTION, ONT.

Toronto Suburban Railway Co.—Chartered Feb., 1894, and Mar., 1901. Annual meeting Sept. This is a consolidation of the Davenport Street Ry. Co., the City & Suburban Electric Ry. Co. and the Toronto Suburban Street Ry. Co., Ltd. Municipal franchises granted in 1899 in perpetuity.

Capital Stock, authorized, $1,000,000, issued, $80,000.

Plant and Equipment.—Miles of track (electric), 9; gauge, 4 ft. 10¾ in.; 73 lb. and 56 lb. T and girder rail; 5 motor cars, 1 electric snow sweeper; Ball engines, West. dynamos and motors.

Officers.—Pres. Frank Turner, V. Pres. Allan H. Royce, Gen. Man. G. C. Royce, Elecn. J. Barnes.

Directors.—Frank Turner, Allan H. Royce, R. B. Henderson, Allen Royce, R. L. McCormack.

General Office, Toronto Junction, Ont.

Date of information, Mar., 1902. z

TORRINGTON, CONN.

Population in 1880, 3,327, in 1890, 6,048, in 1900, 12,453.

Torrington & Winchester Street Railway Co.—Chartered in March, 1897. Annual meeting second Monday in Oct. This road is operated from Torrington to Winsted, 13 miles, 10 miles being built on private rights of way.

CAPITAL STOCK, $200,000; par value $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $150,000; dated Dec. 1, 1897, due 1917; denom. $1,000; int. payable June and Dec. at Hurlburt National Bank, of Winsted, Conn.; trustee of mortgage, State Treasurer of Connecticut.

OPERATION.—	9 mo. end'g June 30, 1898.	Years end'g June 30, 1899.	1900.	1901.
Receipts from passengers	$23,752	$40,165	$42,243	$42,800
" other sources	450	165	170	121
" total	24,202	40,330	42,413	42,921
Operating expenses	15,566	21,667	28,096	28,619
Earnings from operation	8,636	18,663	14,317	14,302
Deductions from earnings.				
Interest	5,008	8,080	8,444	8,423
Taxes		2,165	1,903	1,985
Other deductions	1,098		1,903	
Net income	2,530	8,428	3,970	3,894
Dividends paid		5,000		5,000
To surplus account		3,428	3,970	*1,106
Total surplus account	3,002	6,108	8,404	

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 5,689
Transportation expenses	17,493
Maintenance of way and structures	4,011
" " equipment	1,427
Total	$28,619

STATISTICS OF TRAFFIC.

	9 mo. end'g June 30, 1898.	Years ending June 30, 1899.	1900.	1901.
Passengers carried	496,726	844,984	885,619	912,301
Car miles run	162,684	247,527	237,696	231,421
Passenger receipts per car mile	$.146	$.163	$.178	$.185
Operating exps. per car mile	.096	.087	.118	.124

BALANCE SHEET.—Dated June 30, 1898.

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$334,948	$335,294	$336,308	$380,257
" " equipment	41,661	42,255	43,325	
Cash	2,530	2,043	3,104	1,266
Insurance (unexpired)	1,630	350	22	21
Interest in advance	312	625	110	111
Accounts receivable		620	883	72
Materials and supplies		700	430	921
Total	$381,081	$381,887	$384,182	$382,648
LIABILITIES.				
Capital stock	$200,000	$200,000	$200,000	$200,000
Funded debt	150,000	150,000	150,000	150,000
Bills and accts. payable	27,454	25,154	25,153	26,000
Accrued interest	625	625	625	625
Profit and loss (surplus)	3,002	6,108	8,404	6,023
Total	$381,081	$381,887	$384,182	$382,648

PLANT AND EQUIPMENT—Miles of track (electric), 13; gauge 4 ft. 8½ in.; 56 lb. T rail; 14 motor cars; Slater engines; Gen. Elec. dynamos and motors, Massachusetts cars, Peckham trucks.

OFFICERS.—Pres. James Alldis, V. Pres. Geo. B. Alvord, Sec. & Treas. S. A. Herman, Supt. Charles Alldis, Ch. Engr. of Power Station Wm. Hallenbeck.

DIRECTORS.—S. A. Herman, James Alldis, John F. Alvord, Geo. B. Alvord, Henry Gay, F. F. Fuessenick, E. H. Hotchkiss.

GENERAL OFFICE, Winsted, Conn.

REFERENCES.—Description of road, Vol. XIV, Mar., '98, p. 151 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 307.

Date of information, Dec., 1901. b

TRENTON, N. J.

Population in 1880, 29,910, in 1890, 57,458, in 1900, 73,307.

Trenton Street Railway Co.—Chartered 1898. This is a consolidation, on June 28, 1898, of the Trenton Passenger Railway Co., Consolidated, (comprising the Trenton Horse R. R. Co., the City Ry. Co., the South Clinton Avenue & Broad Street Ry. Co., and the Hamilton Township Street Ry. Co.); and the Mulberry Street Passenger Ry., the Pennington Avenue Passenger Ry. Co., and the Ewing Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $1,000,000; par value, $50 per share.

Funded Debt.—Consolidated mortgage 5 p. c. gold bonds, authorized, $2,000,000, issued, $800,000; held in treasury $1,200,000 (see note); coupon, but may be registered; dated 1898, due 1938; denom. $1,000; int. payable Jan. and July, at office of company, Trenton, N. J., trustee of mortgage, Grand Trust Co. of Philadelphia.

Note.—$1,000,000 held to redeem bonds of Trenton Passenger Ry. Co. Consolidated, and $200,000 held for extensions of road.

Operation.—Year ending Dec. 31,

	1899.	1900.	1901.
Gross receipts	$288,746	$314,651	$337,2??
Operating expenses and fixed charges	263,746	289,642	297,276
Net income	25,000	25,009	39,941

*Deficit.

Plant and Equipment.—Miles of track (electric), 40; gauge. 5 ft. 2 in.; 78 lb. to 90 lb. girder rail; 92 motor cars and 12 trail cars; Watts-Campbell engines, Short and Gen. Elec. dynamos and motors, St. Louis and Brill cars.

Officers.—Pres. Henry C. Moore, V. Pres. John A. Rigg, Sec. & Treas. John L. Kuser, Gen. Man. F. L. Fuller, Gen. Supt. P. E. Hurley.

Directors.—Henry C. Moore, John A. Rigg, A. R. Kuser, F. W. Roebling, J. H. Blackwell, John L. Kuser, Thos. C. Barr.

General Office, Greenwood and S. Clinton Ave., Trenton, N. J.

References.—Power station records, Vol. XII, Apr., '96, p. 234; Vol. XIII, Mar., '97, p. 155, pleasure park, Vol. XIII, Aug., '97, p. 499; power station records, Vol. XV, Mar., '99, p. 139; park, Vol. XVII, Mar. 2, '01, p. 309; power station expenses. Vol. XVII, Apr. 6, '01, p. 413.

Date of information, Mar., 1902. z

Mercer County Traction Co.—This road is operated by the Trenton Street Ry. Co.

Capital Stock, authorized and issued, $100,000.

Funded Debt, $130,000.

Officers.—Pres. & Gen. Man. Henry C. Moore, V. Pres. John A. Rigg, Sec. & Treas. John L. Kuser.

General Office, Trenton, N. J.

Date of information, Feb., 1902. b

Please note date of information at end of each report.

Trenton, Lawrenceville & Princeton Railroad Co.—This road operates from Trenton, N. J. to Princeton, N. J., a distance of 9.6 miles.

Capital Stock, authorized and issued, $113,400.

Funded Debt, $100,000.

Officers.—Treas. C. M. Bates, Supt. Jilson J. Coleman.

General Office, 9 West State St., Trenton, N. J.

Date of information Mar., 1902. b

Yardley, Morrisville and Trenton Street Railway Co.—Chartered June 7, 1889.

Capital Stock, issued, $100,000.

Funded Debt, issued, $100,000.

Balance Sheet.—Dated June 30, 1901.

ASSETS.		LIABILITIES.	
Cost of road	$200,000	Capital stock	$100,000
Cost of equipment	1,000	Funded debt	100,000
Additions & betterments	855	Additions & betterments	855
		Accounts payable	1,000
Total	$201,855	Total	$201,855

Plant and Equipment.—Miles of track, 3; 1 car.

Officers.—Pres. John B. Hoefgen, V. Pres. Samuel Harris, Sec. & Treas. C. M. Bates, Allentown, Pa.; Gen. Supt. Jilson J. Coleman, Trenton, N. J.

Directors.—John B. Hoefgen, Samuel Harris, C. M. Bates, Loftin E. Johnson, Robt. E. Wright, Allentown, Pa.; W. F. Sadler, Jr., Trenton, N. J.

Date of information, Aug., 1901. b

TROY, N. Y.

Population in 1880, 56,747; in 1890, 60,956; in 1900, 60,651.

Troy City Railway Co.—Chartered Jan. 31, 1866. This company was consolidated Dec. 31, 1899, with the Albany Ry. Co., forming the United Traction Co., of Albany, N. Y. Annual meeting second Tuesday in Jan.

Date of information, Mar., 1901. z

Troy & New England Railroad Co.—Chartered Dec. 27, 1889. Annual meeting second Thursday in Jan. Operation was commenced in Oct., 1895. This company has an agreement with the United Traction by which its cars run into the city of Troy.

Capital Stock, authorized, $350,000, issued, $180,000; par value, $100 per share.

Funded Debt, $184,400, as follows:

First mortgage 5 p. c. gold coupon bonds, authorized and issued, $160,000; dated Aug. 1, 1895, due 1945; denom. $500; int. payable Feb. and Aug., at office of company, Troy, N. Y.; trustees of mortgage, F. N. Mann, Jr., and H. B. Dauchy.

Debenture 6 p. c. bonds, authorized, $31,000, issued, $24,400; dated June 1, 1896, due 1901; int. payable June and Dec., at office of company, Troy, N. Y.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Receipts from passengers	$27,038	$32,679	$26,368	$27,382
" other sources	400	1,987	400	400
" total	27,438	34,666	26,768	27,782
Operating expenses	22,353	20,107	14,488	15,740
Earnings from operation	5,085	14,559	12,280	12,042
Deductions from earnings.				
Interest	9,222	9,663	9,584	9,584
Taxes	706	659	723	631
Net income	*4,843	4,237	1,973	1,826
Total surplus account	995	5,232	7,205	9,031

*Deficit.

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$ 5,955	$ 2,769	$ 1,288	$ 3,366
Transportation expenses	10,925	11,238	8,706	10,583
Main. of way and buildings	3,167	2,799	1,953	1,791
" " equipment	2,306	3,301	2,541	
Total	$22,353	$20,107	$14,488	$15,740

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	239,202	305,063	252,621	279,643
Total car miles run	169,888	194,084	133,200	135,000
Total receipts per car mile	$.161	$.178	$.200	$.206
Operating expenses per car mile	.131	.103	.108	.116

*Includes freight mileage.

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip	$370,532	$372,560	$373,270	$374,170
Cash	348	410	836	2,111
Material and supplies	2,615	2,162	2,162	1,817
Total	$373,495	$375,132	$376,272	$378,098
LIABILITIES.				
Capital stock	$180,000	$180,000	$180,000	$180,000
Funded debt	183,900	184,400	184,400	184,400
Bills and accts payable	8,600	5,500	4,667	4,667
Profit and loss (surplus)	995	5,232	7,205	9,031
Total	$373,495	$375,132	$376,272	$378,098

Plant and Equipment.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 65 lb. T rail; 25 cars, of which 9 are motor cars, 8 are trail cars and 8 freight cars; West., Church, Kerr & Co.'s engines, West. dynamos and motors, Jones and Jackson & Sharp cars, Taylor and Diamond trucks.

Officers—Pres. Edw. F. Murray, Sec. & Treas. Rice C. Bull, Supt. A. W. Bentley, Ch. Engr. E. Knapp.

Directors.—Edw. F. Murray, Wm. Kemp, Chas. Cleminshaw, Wm. Shaw, R. C. Bull, John Knickerbacker, Chas. W. Tillinghast, Jas. W. Donnelly, Edw. Murphy, 2d, A. W. Ross, all of Troy N. Y.; L. A. Flint, N. Y. City; J. H. Jones, Watervliet, N. Y.

General Office, Troy, N. Y.

Reference.—Description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Jan., 1902. z

TUCSON, ARIZ.

Population in 1890, 5,150, in 1900, 7,531.

Tucson Street Railway Co.—This company operates a horse railway in Tucson, which is to be extended about 2 miles in the summer of 1901.

PLANT AND EQUIPMENT.—Miles of track (horse), 2.5; gauge, 4 ft. 8½ in.; 6 horses; 4 cars.

OFFICERS.—Pres. P. B Ziegler, V. Pres. R. G. Brady, Sec. & Gen. Man. C. F. Hoff, Treas. M. G. Sumaniego.

Date of information, Feb., 1901. d

TYRONE, PA.

Population in 1900, 5,847.

Tyrone Electric Railway Co.—This road is under construction and will connect Bellwood, Birmingham and East Tyrone.

Officers.—Pres. D. S. Kloss, Tyrone, Pa.; V. Pres. E. C. Poorman, Sec. & Treas. A. R. Grier, Birmingham, Pa.

Date of information, Mar., 1902. z

UNDERCLIFF, N. J.

Population about 1,200.

Bergen County Traction Co.—Chartered Dec. 15, 1894. Annual meeting first Saturday in Feb. This company began operation on Apr. 20, 1896. On Feb. 27, 1900, was consolidated into the New Jersey & Hudson River Ry. & Ferry Co. (see under Hackensack, N. J.)

GENERAL OFFICE, Foot of W. 130th St., New York City.

Date of information, Jan., 1901. z

UNION, ORE.

Population in 1880, 416, in 1890, 604, in 1900, 937.

Union Street & Suburban Railway Co.—Chartered Dec. 22, 1894, to purchase the properties of the Union Ry.

CAPITAL STOCK, authorized and issued, $20,000; par value, $100 per share.

PLANT AND EQUIPMENT.—2 motor cars, 1 dummy.

OFFICERS.—Pres. J. H. Hutchinson, V. Pres. Abner Robbins, Sec. W. R. Hutchinson, Treas. N. Schoonover.

DIRECTORS.—J. H. Hutchinson, Abner Robbins, W. R. Hutchinson, N. Schoonover.

GENERAL OFFICE, Union, Ore.

Date of information, Feb., 1901. z

UNIONTOWN, PA.

Population in 1880, 3,265, in 1890, 6,358, in 1900, 7,344.

Uniontown Electric Railway Co.—In Mar., 1900, it was stated that this property had been purchased by M. K. Salsbury, of Pittsburg, and his associates, in the interests of the Connellsville, New Haven & Leisenring Ry., to form part of an extended system from Mt. Pleasant to Fairchance, running the entire length of the coke region, and consolidated Jan. 1, 1901, as the Pittsburg, McKeesport & Connellsville Ry. Co., of Pittsburg, Pa.

Date of information, Mar., 1901. x

UPTON, MASS.

Population in 1900, 1,937.

Upton Street Railway Co.—This road is now under construction and will be operated by the Milford, Holliston & Framingham St. Ry. Co., of Milford, Mass.

Date of information, Feb., 1902. x

UTICA, N. Y.

Population in 1880, 33,914, in 1890, 44,007, in 1900, 56,383.

Utica & Mohawk Valley Railway Co.—This company is a consolidation by purchase and merger of the following companies: The Utica Belt Line St. R. R. Co. and the Utica & Mohawk R.R. Co., which were consolidated and the following merged companies: Utica Suburban Ry. Co., Deerfield & Utica R. R. Co., Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co., Frankfort & Utica St. Ry. Co. and the Little Falls & Herkimer St. Ry. Co. The franchises of the company are in perpetuity, with the exception of the one in Little Falls, which expires in 1945. This company, with the exception of 12.98 miles of road which is leased from the Utica Clinton & Binghamton R. R. (a steam road) for 99 years, from Dec. 31, 1886, at a rental of $15.000 per annum, owns and will operate, when extensions are completed, with the exception of a small local line in Rome, the entire street railway systems of the following cities and towns: Utica, Rome, Little Falls, Herkimer, Mohawk, Ilion, Frankfort, Clinton, New Hartford, Deerfield, Oriskany and Whitestown. The total population served is 114,057. Of the new extensions, the Clinton extension is the only one at present in operation. The Rome and Frankfort extensions will be put in operation about July, 1, 1902, and the Little Falls extension in the fall of 1902.

Capital Stock.—The amount of capital stock has not yet been definitely approved by the Board of Railroad Commissioners, but the company proposes to issue $2,500,000 of common stock, and $600,000 of preferred stock.

Funded Debt.—First mortgage 4½ p. c. gold bonds, authorized, $4,000,000. issued, $1,461,000, in treasury (see note), $1,239,000. in escrow, $1,300,000; coupon, but may be registered; dated Sept. 1, 1900, due 1941; denom. $1,000; int. payable Mar. and Sept.; New York Security & Trust Co,, New York, trustee of mortgage.

Note.—Of the $1,300,000 bonds in the treasury, $609,000 are reserved to retire $500,000 first mortgage and $139,000 second mortgage bonds of the Utica Belt Line St. R. R. Co., and $150,000 bonds of the Herkimer, Mohawk, Ilion & Frankfort Electric Ry. Co.; $350,000 to be issued on completion of the lines now in process of construction; and $200,000 to be issued as part of cost of construction of 16 miles of track between Herkimer and Little Falls, including the tracks in Little Falls. The $1,300,000 held in escrow are for future additions and improvements.

Operation.—(Covering 40.63 miles of track) for year ending Sept. 30, 1901.

Gross earnings	$387,310
Operating expenses	239,881
Earnings from operation	147,429
Deductions from earnings.	
Interest	102,662
Taxes	8,173
Rentals	17,500
Net income	19,094
Surplus	19,094

STATISTICS OF TRAFFIC.

Year ending June 30, 1901.	
Passengers carried	8,377,732
Car miles run	1,898,532
Total receipts per car mile	$.196
Operating expenses per car mile	.126

Balance Sheet.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$1,836,156	Capital stock	$ 564,100
Cash and current assets	45,307	Funded debt	1,006,000
Supplies on hand	7,943	Other liabilities	212,721
		Profit and loss (sur.)	106,585
Total	$1,889,406	Total	$1,889.406

Officers.—Pres. Horace E. Andrews, Cleveland, O.; 1st V. Pres., Gen. Man. & Pur. Agt. John J Stanley, Utica, N. Y. 2d V, Pres. Alden M. Young, New York City; Sec. Walter N. Kernan, Utica, N. Y.; Treas. Chas. B. Rogers, Utica, N. Y.; Asst. Sec. & Treas. Arthur L. Linn, Jr., Utica, N, Y.; Gen. Supt. George L. Radcliffe, Utica, N. Y.

Directors.—Horace E. Andrews, Alden M. Young, John J. Stanley, Charles B. Rogers, N. E. Kernan, N. E. Devereux, Asbery T. Cole, Jr., T. B. Graur, Chas. H. Werner.

General Office, Bleecker and Charlotte Sts., Utica, N. Y.

Date of information, Mar., 1902. z

Utica Belt Line Street Railroad Co.—Chartered June 18, 1886. This road is owned and operated by the Utica & Mohawk Valley Ry. Co.

Capital Stock.—Common stock, authorized and issued, $150,000, par value, $100 per share.

6 p. c. non-cumulative preferred stock, authorized, $150,000, par value, $100 per share. No dividends can be paid on the common stock until 6 p. c. is earned and paid on the preferred stock.

Funded Debt.—First mortgage 5 p. c. coupon bonds, authorized and issued, $500,000; dated Nov. 1, 1889, due 1939; denom. $1,000; int. payable May and Nov., at office of New York Security & Trust Co., of New York, trustee of mortgage.

Second mortgage 5 p. c. coupon bonds, issued, $100,000, dated Jan. 1, 1891, due 1931; denom. $500; int. payable Jan. and July at office of New York Security & Trust Co., of New York, trustee of mortgage.

Operation.—Year ending June 30,

	1898.	1899.	1900.	1901.
Gross receipts	$193,258	$207,077	$245,183	$281,224
Operating expenses	139,967	143,881	157,690	182,261
Earn's from operation	53.291	63,196	87,493	98,963
Deduction from earnings				
Interest	31,820	35,000	35,352	35,200
Taxes	3,392	4,153	4,520	5,320
Rentals	17,500	17,500	17,500	17,020
Net income	579	6,543	30,121	40,943
Total surplus	36,182			111,659
P. c. operating expenses.... to total receipts	73.0	69.4	64.3	64.8

OPERATING EXPENSES.

Year ending June 30,	1898.	1899.	1900.	1901.
General expenses	$ 19.794	$ 18,692	$ 23,186	$ 31,745
Transportation expenses	67,894	73,030	85,389	96,221
Main. of way and buildings	38,515	41,857	34,858	35,889
" " equipment	13,764	10,302	14,257	18,406
Total	$139,967	$143,881	$157,690	$182,261

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	4,743,969	4,563,823	5,507,445	6,578,389
Car miles run	1,105,584	1,089,634	1,228,907	1,426,969
Total receipts per car mile	$.174	$.190	$ 199	$.197
Op. expenses per car mile	.126	.132	.128	.13

Balance Sheet.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$1,041,333	$1,058,375	$1,077,165	$1,106,350
Cash and current assets	4,143	2,076	1,103	46,614
Supplies on hand	6,968	6,676	7,675	
Total	$1,052,444	$1,067,127	$1,084,943	$1,152,964
LIABILITIES.				
Capital stock	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Funded debt	700,000	700,000	700,000	700,000
Other liabilities	22,804	30,945	18,640	41,306
Profit and loss (surp.)	29,640	36,182	66,303	111,658
Total	$1,052,444	$1,067,127	$1,084,943	$1,152,964

Plant and Equipment.—Miles of track (electric), 27.23; owned, 10.1; leased, 17.13; gauge, 4 ft. 8½ in.; 48 lb. to 90 lb. T and girder rail; 70 motor cars and 31 trail cars; Gen. Elec. dynamos and motors.

Officers.—See Utica & Mohawk Valley Ry. Co.

General Office, 26 Main St., Utica, N. Y.

References.—Description of road, Vol. VI, July, '90, p. 320 (ill.); new car (brief), Vol. XII, July, '96, p. 411; description of park (brief), Vol. XVII, June 1, '01, p. 664.

Date of information, Mar., 1902. z

Utica & Mohawk Railroad Co.—Chartered Jan. 4, 1874. Annual meeting third Wednesday in Jan. This road is owned and operated by the Utica & Mohawk Valley Ry. Co.

Capital Stock, authorized, $250,000, issued, $52,100; par value, $50 per share.

Operation.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$26,079	$26,422	$25,685	$28,190	$28,972
" other sources	1,280		1,413	4,002	4,183
" total	27,359	26,422	27,096	32,192	33,155
Operating expenses	20,929	24,207	20,345	26,470	24,948
Earnings from oper'n.	6,430	2,215	6,753	5.722	8,207
Deduct. from earnings.					
Interest	6,318	6,440	6,066	7,257	5.543
Taxes	393	548	377	1,790	746
Other deductions		246		4.148	
Net income	† 280	† 5,019	280	†7.473	1,918
To surplus account	† 280				
Total surplus account	† 4,711	† 9,730	† 9,450	† 17.110	26,155

† Deficit.

Please note date of information at end of each report.

OPERATING EXPENSES.

Year ending June 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 3,816	$ 3,594	$ 3,004	$ 4,814	$ 6,102
Transportation expenses	14,450	14,567	13,491	14,558	14,034
Maint. of way and building	338	2,054	550	1,716	1,517
" " equipment	2,324	3,992	3,301	5,382	3,295
Total	$24,174	$20,929	$24,207	$26,470	$24,948

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	528,450	513,695	563,794	579,447
Car miles run	203,760	203,760	203,760	244,010
Total receipts per car mile	$.129	$.133	$.158	$.135
Operating expenses per car mile	.114	.099	.130	.102

Balance Sheet.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$ 76,072	$ 77,248	$ 77,373	$ 83,828	$216,409
" equipment	41,041	41,041	41,041	41,041	
Other perm'nt invest.	48,898	48,990	48,957	48,174	
Cash	425	341	929	678	4,067
Other assets	2,553	2,038	1,478	1,896	572
Profit and loss (deficit)	4,711	9,730	9,450	17,110	26,155
Total	$173,699	$179,388	$179,228	$192,727	$247,224
LIABILITIES.					
Capital stock	$52,100	$52,100	$52,100	$52,100	$52,100
Funded debt	95,000	95,000	95,007	95,000	95,000
Loans & bills payable.	22,874	28,778	29,010	40,406	98,868
Accrued int. and taxes	2,085	2,075	2,075	4,026	1,256
Open accounts	1,640	1,435	1,036	1,195	
Total	$173,699	$179,388	$179,228	$192,727	$247,224

Plant and Equipment.—Miles of track (electric), 3.08; gauge, 4 ft. 8½ in.; 40 lb. and 45 lb. T rail; 11 motor cars and 6 open trail cars; Gen. Elec. dynamos and motors, Stephenson cars.

Officers.—See Utica & Mohawk Valley Ry. Co.

Directors.—James F. Mann, Wm. E. Lewis, Hugh White, Thos. R. Proctor, P. C. J. DeAngelis, Wm. T. Baker, Myron W. Van Auken, Wm. L. Watson, Fred. M. Calder, H. W. Miller, C. A. Lockner, Richard R. Roberts, Dr. M. O. Terry, all of Utica.

General Office, Mann Building, Utica, N. Y.

Date of information, Mar., 1902. z

Oneida Street Railroad Co.—Chartered Jan. 12, 1887. Annual meeting Jan. 12. This road has not been in operation for more than five years, the track having been torn up on account of the paving of the street. The company has commenced suits against the city and the paving company for damages, and it is understood that as soon as the suits are settled the company will be reorganized and the road rebuilt.

For information concerning the road, address I. J. Griffith, Utica, N. Y.

Capital Stock, authorized and issued, $40,000; par value, $100 per share.

Date of information, Jan., 1902. z

UXBRIDGE, MASS.

Population in 1900, 3,599.

Uxbridge & Blackstone Street Railway Co.—This road is now under construction.

CAPITAL STOCK, authorized, $80,000, none yet issued; paid in, $29,450.

OFFICERS.—Pres. Theo. S. Johnson, V. Pres. E. B. Stoddard, Sec. & Treas. Frank H. Viele.

DIRECTORS.—T. S. Johnson, E. B. Stoddard, O. E. Putnam, Horace Wyman, F. H. Viele, J. E. Sayles, I. T. Holman.

GENERAL OFFICES, 832 State Mutual Bldg., Worcester, Mass.

Date of information, Jan., 1902. b d

VALDOSTA, GA.

Population in 1890, 2,854; in 1900, 5,613.

Valdosta Street Railway Co.—State charter and municipal franchises granted in 1898 for 100 years. This company commenced operation of its railway in Valdosta in Sept., 1900.

CAPITAL STOCK, authorized, $50,000, issued, $20,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (electric), 4; gauge, 4 ft. 8½ in.; 60 lb. rail; 4 motor cars; West. generators and motors, Bates engines, Laclede cars.

OFFICERS.—Pres. T. G. Cranford, V. Pres. W. S. West, Sec. & Supt. L. W. Shaw, Gen. Man. E. L. Moore, Elecn. B. W. Bently.

GENERAL OFFICE, Valdosta, Ga.

Date of information, Feb., 1901. z

VANCOUVER, B. C.

Population in 1900, 30,000.

British Columbia Electric Railway Co., Ltd.—This company is the successor to the Consolidated Ry. & Light Co. (For full report see under New Westminster, B. C.)

PLANT AND EQUIPMENT (Vancouver division).—Miles of track (electric), 17; gauge, 4 ft. 8½ in.; 40 lb. and 70 lb. T and girder rail; 26 cars; Gen. Elec. and West. motors, 6 Gen. Elec. T. H. and West. generators, 886 K. W. capacity; 1200 H. P. station plant.

OFFICERS.—Chairman R. M. Horne-Payne, Sec. Francis Hope, London, Eng.; Comptroller W. F. Gitchell, Gen. Man. J. Buntzen, Vancouver; Gen. Supt. R. H. Sperling, Vancouver; Ch. Engr. B. W. Slocum, Pur. Agt. H. Hemlon.

HEAD OFFICE, 28-31 Bishopsgate, St. Within, London, Eng.

LOCAL OFFICE, Carroll & Hastings Sts., Vancouver, B. C.

Date of information, Mar., 1902. z

VENICE, ILL.

Population in 1880, 612, in 1890, 932, in 1900, 2,450.

Venice, Madison & Granite City Railway Co.—Charter and municipal franchise granted in 1895 for 20 years. Annual meeting Apr. 30.

CAPITAL STOCK, authorized and issued, $60,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $60,000, issued, $47,000, in treasury, $13,000; dated May 1, 1895, due 1915; coupon, but may be registered; denom. $500; int. payable May and Nov., at the office of Mississippi Valley Trust Co., trustee of mortgage.

Treasury bonds may be issued for betterments and extensions. The first mortgage bonds may be called for payment at one month's notice at 104 and accrued interest after five years.

PLANT AND EQUIPMENT.—Miles of track (electric), 14; gauge, 4 ft. 10 in.; 48 lb. and 60 lb. T rail; 14 cars, 110 H. P. station plant, Ideal engines, Gen. Elec. dynamos. Walker motors. St. Louis cars, McGuire trucks

OFFICERS.—Pres. & Pur. Agt. Fred. E. Allen, V. Pres. A. C. Orrick, Sec. E. J. Spencer, Treas. D. R. Francis, Supt. George Miller.

DIRECTORS.—C. H. Sharman, Fred. E. Allen, E. J. Spencer, A. C. Orrick, D. R. Francis.

GENERAL OFFICE, Venice, Ill.; President's and Secretary's office, Laclede Bldg., St. Louis, Mo.

Date of information, Dec., 1901. d

VICKSBURG, MISS.

Population in 1880, 11,814, in 1890, 13,373, in 1900, 14,834.

Vicksburg Railroad, Power & Manufacturing Co.—This company is the successor of the Vicksburg Electric Street Ry. Co., which was chartered Jan., 1898, and began operation of the road Apr. 24, 1899. This company also operates an extensive electric lighting plant.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, $200,000.

PLANT AND EQUIPMENT.—Miles of track, (electric) 9; gauge, 4 ft. 8½ in.; 18 motor cars, of which 10 are open and 8 closed cars; 1100 H. P. station plant; Gen. Elec. and West. dynamos and motors, Russell and Cooper engines, Stirling boilers.

OFFICERS.—Pres. J. C. Schaffer (Marquette Bldg., Chicago), V. Pres. S. R. Hughes, Gen. Man. & Pur. Agt. J. Z. George, Sec. M. J. Mulvihill, Treas. B. W. Griffith, Ch. Engr. J. H. Pallister, Supt. Jas. W. Tolts, Ch. Elecn. A. B. Calhoun.

GENERAL OFFICE, Vicksburg, Miss.

REFERENCE.—Parks, Vol. XVII, June 1, '01, p. 663.

Date of information, Dec., 1901. d

VICTORIA, B. C.

Population in 1900, 25,000.

British Columbia Electric Railway Co. (Ltd.)—For full report of this company see New Westminster, B. C.

PLANT AND EQUIPMENT (Victoria division).—Miles of track (electric), 13.5; gauge, 4 ft. 8½ in.; 56 lb T to 104 lb. girder rail; 20 motor cars; Gen. Elec. West. and Edison motors, 4 Gen. Elec. and T. H. generators. 1300 K. W. capacity; 1800 H. P. station plant, 2100 H. P. Pelton water wheels, with a reserve steam plant of 700 H. P.

OFFICER.—Supt. of division A. T. Goward.

Date of information, Mar., 1902. z

VINCENNES, IND.

Population in 1880, 7,680, in 1890, 9,853, in 1900, 10,249.

Vincennes Citizens' Street Railway Co.

CAPITAL STOCK, authorized and issued, $15,050.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $100,000, outstanding, $50,000; dated 1891, due Oct. 1, 1911; int.

payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.5; gauge, 4 ft. 8½ in.; 40 lb. and 55 lb. T and girder rail; 2 horses, 16 cars, of which 6 are motor cars and 10 trail cars; West. engines, West. dynamos and motors, Brownell, Calumet and Ellis cars.

OFFICERS.—Pres. B. G. Hudnut, Sec. C. A. Gordon, Supt. T. P. Agnew.

GENERAL OFFICE, 29 Fair Ground Ave.

Date of information, Jan., 1902. z

WABASH, IND.

Population in 1890, 5,105, in 1900, 8,618.

Wabash River Traction Co.—This company was organized in 1900 to construct an electric railway from Wabash to Peru, Ind. The road commenced operation in Aug. 1, 1901. In Mar., 1902, this company purchased the system of the Indianapolis & Logansport Traction Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.5; 12 cars.

OFFICERS.—Pres. D. A. Blakeslee, V. Pres. F. C. Boyd, Sec. J. S. Bradley, Treas. S. C. Morehouse, New Haven, Conn.; Man. L. T. Law.

GENERAL OFFICE, Wabash, Ind.

POWER HOUSE, Rich Valley, Ind.

Date of information, Mar., 1902. z

WACO, TEX.

Population in 1880, 7,295, in 1890, 14,445, in 1900, 20,686.

Citizens' Railway Co.—On May 7, 1895, this company bought the street railway plant of the Waco Electric Ry. & Light Co. at foreclosure sale.

CAPITAL STOCK, authorized and issued, $350,000.

FUNDED DEBT.—First mortgage 6 p. c. bonds, authorized and issued, $350,000; dated Oct. 1, 1890, due 1910; int. payable Apr. and Oct., at office of St. Louis Trust Co., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 18.9; gauge. 4 ft. 8½ in.; 30 lb. 40 lb. and 45 lb. girder and T rail; 18 motor cars; Hamilton engines, Gen. Elec. and West. dynamos and motors, St. Louis cars.

OFFICERS.—Pres. Treas. Gen. Man. & Pur. Agt. H. C. Scott, Sec. T. H. Stuart, Supt. W. S. Rattrell, Elecn. & Ch. Engr. of Power Station E. J. Johns.

GENERAL OFFICE, 124-128 North 4th St.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Jan., 1902. z

WAKEFIELD, MASS.

Population in 1880, 5,547, in 1890, 6,982, in 1900, 9,290.

Wakefield & Stoneham Street Railway Co.—Chartered May, 1892. Annual meeting in Oct. This road runs from Wakefield to Melrose, Stoneham, Lynn and Reading. On Dec. 31, 1899, the Reading & Lowell, the Salem & Wakefield, the Woburn & Reading, and the Mystic Valley St. Ry. Cos. were consolidated with this company which, on Mar. 3, 1900, was also consolidated with the Lynn & Boston R. R. Co. which is now a part of the Boston & Northern Street Ry. system; the capital stock of all these companies being now controlled by the Massachusetts Electric Companies.

CAPITAL STOCK, authorized and issued, $475,000; par value, $100 per share.

FUNDED DEBT.—See Boston & Northern Street Ry. Co., Boston, Mass.

OPERATION.—Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Gross receipts	$58,213	$58,225	$62,063	$63,839	$29,695
Operating expenses	36,510	34,961	35,917	53,875	31,974
Earnings from operation	21,702	23,264	26,146	9,964	*2,279
Interest	8,925	10,948	11,876	12,855	6,276
Taxes	2,568	2,681	2,467	3,466	1,443
Other deductions			300		
Net income	10,210	9,634	11,503	*6,357	*9,998
Dividends paid	9,000	7,500	7,500		
To surplus account	1,210	2,134	4,003		
Total surplus account	1,878	4,012	4,584	*3,624	*32,298

OPERATING EXPENSES.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
General expenses	$ 6,549	$ 7,914	$ 7,655	$10,234	$ 4,303
Maint. of way and bldgs.	3,021	2,959	4,386	13,689	4,329
" " equipment	3,449	3,809	4,826	3,978	2,928
Transportation expenses.	23,491	20,279	19,050	25,974	20,414
Total	$36,510	$34,961	$35,917	$43,875	$31,974

STATISTICS OF TRAFFIC.

Year ending Sept. 30,

	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Passengers carried	1,309,421	1,163,303	1,129,681	1,255,863	598,009
Car miles run	335,780	363,166	374,431	384,950	226,287
Gross rec's per car mile.	$.173	$.160	$.166	$.166	$.131
Op. exp'es per car mile.	.109	.096	.096	.140	.141

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1896.	1897.	1898.	1899.	Mar. 3, 1900.
Cost of road	$189,204	$192,595	$199,064	$199,648	$639,935
" equipment	67,153	67,069	67,400	70,875	134,185
Cash and current assets	11,974	9,871	12,666	11,543	32,226
Pwr.st'tn,l'nd and bldgs	79,830	105,210	105,321	105,321	125,347
Other assets	2,300	2,748	2,698	2,769	3,051
Profit and loss (deficit)				3,624	32,298
Total	$350,460	$377,493	$387,149	$393,780	$967,042
LIABILITIES.					
Capital stock	$150,000	$150,000	$150,000	$150,000	$475,000
Funded debt	150,000	150,000	150,000	150,000	210,000
Bills payable	48,582	73,481	82,565	92,529	280,214
Accrued liabilites				1,251	1,828
Profit and loss (surplus)	1,878	4,012	4,584		
Total	$350,460	$377,493	$387,149	$393,780	$967,042

PLANT AND EQUIPMENT.—Miles of track (electric), 44.92; gauge, 4 ft. 8½ in.; 50 lb. T rail; 48 motor cars; McI. & S. engines, Gen. Elec. and West. dynamos and motors, Jones and Newburyport cars.

OFFICERS.—Pres. & Gen. Man. Elwin C. Foster, Sec. Edwin L. Stone, Treas. Chas. Williams, Supt. Chas. F. Heath, Elecn. Walter L. Ranson.

DIRECTORS.—Elwin C. Foster, Chas. Williams, Patrick F. Sullivan, Jos. H. Goodspeed, Edwin L. Stone.

GENERAL OFFICE, 333 Union St., Lynn, Mass.

REFERENCE.—Increase of stock, Vol. IX, Sept., '93, p. 616; operating detail, Vol. XIV, Sept., 98, p. 482; operating detail, Vol. XIV, Sept., '98, p. 489; cost of electric power generation, Vol. XIV, Sept., '98, p. 492.

Date of information, Feb., 1902. z

WAKEFIELD, R. I.

Sea View Railroad Co.—Chartered in 1887, in perpetuity. Annual meeting in Aug. This company operates an electric railway 18.9 miles in length, connecting East Greenwich and Narragansett Pier with the Providence lines. The company owns its entire right of way, from 50 ft. to 66 ft. in width.

CAPITAL STOCK, authorized and issued, $700,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $1,000,000 issued, $500,000, in treasury, $500,000; Bowling Green Trust Co., trustee of mortgage.

OPERATION.—Year ending June 30,	1900.	1901.
Receipts from passengers	$10,246	$22,306
" " other sources	560	1,077
" total	10,806	23,383
Operating expenses	5,958	
Earnings from operation	4,848	
Deduction from earnings.		
Taxes	348	657
Net income	4,500	

PLANT AND EQUIPMENT.—Miles of track (electric), 18.9; gauge, 4 ft. 8½ in.; 60 lb. T rail; 12 motor cars and 1 trail car; 875 H. P. station plant; Payne, Armington & Simis, and Corliss engines; Gen. Elec. dynamos, Gen Elec. & West motors, Brill and Jackson & Sharp cars and trucks.

OFFICERS.—Pres. Wm. C. Clarke, Sec. Wm. C. Clarke, Jr., Treas. A. L. Smith, Gen. Man. & Elecn. E. E. Hawkins.

DIRECTORS.—Andrew Radel, A. L. Smith, Bridgeport, Conn.; Wm. C. Clarke, Wm. C. Clarke, Jr., Wakefield, R. I.; E. H. Radel, New Brunswick, N. J.

GENERAL OFFICE, Narragansett Pier, R. I.

Date of information, Mar., 1902. z

WALTHAM, MASS.

Population in 1880, 2,896, in 1890, 3,451, in 1900, 3,432.

Waltham Street Railway Co.—Chartered Aug. 30, 1900. This company was organized to construct an electric railway, operating the Waltham, and making connections with the several lines leading to the neighboring towns and cities.

CAPITAL STOCK, authorized, $60,000; par value, $100 per share.

OFFICERS.—Pres. Frederick C. Hinds, Sec. Henry S. Milton, Treas. Charles E. Dresser.

DIRECTORS.—Frederick C. Hinds, Charles F. Avery, Boston; Henry S. Milton, Bradshaw S. Tolman, Waltham; Charles H. Wilson, Brookline; Lane B. Scofield, Harry L. Burrage, Wm. S. Reed, Chas. E. Dresser.

GENERAL OFFICE, 919 Barristers' Hall, Boston, Mass.

Date of information, Dec., 1901. b

Please note date of information at end of each report.

WARE, MASS.

Population in 1900, 8,263.

Hampshire & Worcester Street Railway Co.

CAPITAL STOCK, $75,000.

FUNDED DEBT, $70,235.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$ 84,999	Capital stock	$ 75,000
Cost of equipment	16,860	Funded debt	70,235
Other permanent invest.	38,100	Profit and loss (surplus)	555
Cash	2,131		
Other assets	3,700		
Total	$145,790	Total	$145,790

PLANT AND EQUIPMENT.—Miles of track (electric), 5.39; 4 motor cars.

OFFICERS.—Pres. John F. Ross (Boston); Sec. Jas. F. Hill (Warren, Mass.); Treas. Henry N. Bates (Boston); Supt. David E. Pepin, (Ware).

DIRECTORS.—John F. Ross, Henry N. Bates, Wm. O. Faxon, A. R. Sampson, James F. Hill.

GENERAL OFFICE, Ware, Mass.

Date of information, Dec., 1901. b

WARREN, O.

Population in 1880, 4,428, in 1890, 5,973, in 1900, 8,529.

Trumbull Electric Railroad Co.—The capital stock of this company is now controlled by the Mahoning Valley Ry. Co., of Youngstown, O., and the road is operated as part of that system.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, issued $23,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 7.42; gauge, 4 ft. 8½ in.; 66 lb. and 70 lb. T and girder rail; 8 cars, of which 6 are motor cars and 2 trail cars; Phœnix Iron Works engines, Gen. Elec. dynamos and motors, Brill and Ellis cars.

OFFICERS.—Pres. William Wallace, V. Pres. C. F. Clapp, Sec. John E. McVey, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—H. C. Christy. J. L. Athey, Cleveland, O.; A. A. Anderson, Youngstown, O.; J. N. Butler, A. R. Silliman, J. W. Packard, Wm. Wallace, E. D. Kennedy, A. B. Camp, Warren, O.

Date of information, Jan., 1902. d

WARREN, PA.

Population in 1880, 2,810, in 1890, 4,332, in 1900, 8,043.

Warren Street Railway Co.—Chartered Mar. 14, 1889. This company commenced operation July 1, 1893. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $75,000.

FUNDED DEBT.—First mortgage, 5 p. c. $75,000; int. payable Apr. and Oct. at office of the company, Warren, Pa.; trustee of mortgage, Warren National Bank.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$17,607	$22,755	$26,562	$30,179	$41,904
Operating expenses	12,316	17,359	20,797	19,779	25,796
Earnings from opert'n	5,291	5,396	5,765	10,400	16,108
Deduct. from earnings.					
Int. on funded debt	1,232	2,358		3,592	3,750
Taxes	24		2,571	964	1,437
Other deductions			4,152		
Net income	4,035	3,038	*958	5,844	10,921

*Deficit.

Passengers carried year ending June 30, 1901, 982,110.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$45,564	$ 67,433	$ 69,266	$ 84,502	$ 93,623
" equipment	19,885	24,872	25,500	30,838	31,170
Other permanent invests.				15,954	
Cash assets	1,056	578	564	4.304	6,725
Unpaid capital stock	20,500	15,200	15,000		25,000
Materials and supplies					755
Open accounts					800
Other assets	810	437		21,946	5,284
Profit and loss (deficit)			958		
Total	$87,815	$108,520	$111,288	$157,544	$163,357
LIABILITIES.					
Capital stock	$50,000	$ 50,000	$ 50,000	$ 75,000	$ 75,000
Funded debt	23.000	50,000	50,000	75,000	75,000
Bills & acc. payable	10,696	3,142	9,100	500	
Accrued interest		2,358	625	1,200	936
Sundries			1,563		500
Profit and loss (surplus)	4,119	3,020		5,844	10,921
Total	$87,815	$108,520	$111,288	$157,544	$163,357

PLANT AND EQUIPMENT.—Miles of track (electric), 8.75; gauge, 4 ft. 8½ in.; 45 lb. T and 66 lb. girder rail; 13 motor cars and 2 trail cars; West. dynamos and motors, New Castle and Brill cars; rent power.

OFFICERS.—Pres. Man. Supt. & Pur. Agt. D. H. Siggins, Sec. Jas. D. Woodard, Treas. & Pur. Agt. H. A. Siggins, Elecn. C. H. Monroe, Ch. Engr. D. F. A. Wheelock, all of Warren, Pa.

DIRECTORS.—D. H. Siggins, W. R. Lavery, John Hepburn, J. D. Woodward, H. A. Siggins, all of Warren, Pa.

GENERAL OFFICE, 101 Liberty St., Warren, Pa.

POWER STATION, Stoneham, Pa.

REFERENCE.—Description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Nov., 1901. d

WASHINGTON, D. C.

Population in 1880, 147,293, in 1890, 188,932, in 1900, 218,196.

Washington Railway & Electric Co.—This company is the successor to the Washington Traction & Electric Co., which defaulted in the payment of interest on its collateral trust bonds on June 1, 1901. On June 2, 1901, the road was put in charge of a receiver, and a committee was appointed to submit a plan of reorganization. On Nov. 24, 1901, this plan was approved by the security holders, and the property was purchased at foreclosure sale in the interest of the reorganization committee, and transferred to this company, which now controls the principal street railways in Washington, and also controls the United States Electric Lighting Co. and the Potomac Electric Power Co., the latter being the only two authorized companies operating in Washington.

Capital Stock.—Common, $6,500,000; preferred, $8,500,000; 5 p. c. cumulative after June 1, 1904; also preferred in liquidation to the amount of its par value, together with all accrued dividends.

Both the preferred and common stock are to be held in a voting trust for five years, and until the preferred stock shall have received 5 p. c. dividends for three consecutive years.

Funded Debt.—Fifty year, 4 p. c. gold bonds, $17,500,000, of which $7,607,650 are to remain in treasury until used to retire underlying bonds of properties acquired (except the funded debt of the United States Electric Lighting Co. and the Potomac Electric Power Co.); $7,393,100 to depositing bondholders of Traction Co., $550 for each $1,000 bond deposited; $672,000 sold to a syndicate, subject to the right of participation of depositing bondholders; $327,250 for acquisition of outstanding securities, additional property, etc.; $1,500,000 to remain in the treasury until issued, under limitations provided in the mortgage.

The securities of the Washington Traction & Electric Co. are to be exchanged for those of the new company upon the following terms:

For each $1,000 bond, $550 new 4 p. c. bonds; $550 new preferred stock; $200 new common stock.

For each $100 share of stock on payment of $9; $9 new preferred stock; 30 new common stock.

It is proposed to consolidate the United States Electric Lighting Co. with the Potomac Power Co., and a mortgage for $2,500,000 may be placed on these plants to take up the existing bonded and floating debt on the same, and for future uses. A payment of $11 on each certificate representing $1,000 of deposited bonds was made Dec. 2, 1901, being six months interest upon the par of the new bonds to be given in exchange.

In Feb., 1902, the total amount of bonds outstanding on the properties controlled by this company was $9,435,000.

The street railway companies controlled, with their mileage, their total outstanding capital stock, and the amount acquired by this company in each instance are here given:

	Mileage.	Capital Stock.	Total Shares.	Shares Acquired.
Anacostia & Potomac River Ry. Co.	27.75	$2,000,000	40,000	39,865
Brightwood Ry. Co	11.90	108,550	2,170	2,164
Capital Ry. Co	1.32	100,000	2,000	1,988
City & Suburban Ry. Co	31.80	1,750,000	35,000	30,602
Columbia Ry. Co	13.88	400,000	8,000	8,000
Georgetown & Tenalleytown Ry. Co	8.80	200,000	4,000	3,123
Metropolitan R. R	22.67	997,750	19,955	19,913
Washington & Glen Echo R.R. Co.	7.57	200,000	4,000	3,943
Washington & Great Falls Elec. Ry. Co	13.62	86,800	868	868
Washington & Rockville Ry. Co.	10.11	50,000	1,000	1,000
Washington, Woodside & Forest Glen Ry. & Power Co	2.90	25,000	1,000	1,000
Total, Street Rys	152.32	$5,918,100	117,994	112,466
United States Electric Lighting Co.		1,095,400	10,954	10,668
Potomac Electric Power Co		1,000,000	10,000	10,000
Total, all companies		$8,013,500	138,948	133,134

This company has converted all of the urban street railways to the underground electric traction system.

Officers.—Pres. Allan L. McDermott, Jersey City, N. J.; V. Pres. Geo. H. Harries, Sec. James B. Lackey, Treas. Wm. F. Ham.

General Office, 902 F St., N. W., Washington, D. C.

Please note date of information at end of each report.

References.—New officers, Vol. XV, Aug., '99, p. 548; double trolley system in Washington, Vol. XVI, Feb. 3, '00, p. 118 (ill.); transfer privileges restricted, Vol. XVI, Aug. 18, '00, p. 773; conversion to conduit system, Vol. XVI, Oct. 6, '00, p. 993; description of power plant Vol. XVII, June 29, '01, p. 736 (ill.); report of companies, Vol. XVIII, Aug. 10, '01, p. 171; sale of road, Vol. XVIII, Nov. 30, '01, p. 781.

Date of information, Feb., 1902. x

Anacostia & Potomac River Railway Co.—Chartered Feb. 18, 1875. Annual meeting second Monday in Jan. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized and issued, $2,000,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $3,000,000, issued, $2,250,000; coupon, but may be registered; dated Apr. 1, 1899; due 1949, but redeemable at company's option; denom. $1,000; int. payable Apr. and Oct., at the office of Baltimore Trust & Guarantee Co., Baltimore, Md., trustee of mortgage.

Operation.—Year ending Dec. 31, 1901.

Total receipts	$265,295
Operating expenses	261,303
Earnings from operation	3,992

Directors.—Allan L. McDermott, Geo. H. Harries, Geo. W. Young, Geo. Truesdell, O. T. Crosby, T. J. Haywood, Charles A. Leib, W. J. Ham, James B. Lackey.

Date of information, Feb., 1902. x

Brightwood Railway Co.—Chartered Oct. 18, 1888. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized, $200,000, issued, $108,500; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, authorized and issued, $250,000; dated Oct. 1, 1892, due 1912; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Central Trust Co., of New York, trustee of mortgage.

General mortgage 6 p. c. bonds, authorized and issued, $100,000; dated May 1, 1893, due 1913; int. payable May and Nov. at office of Central Trust Co., of New York, trustee of mortgage.

Operation.—Year ending Dec. 31, 1901.

Total receipts	$53,685
Operating expenses	53,255
Earnings from operation	430
Floating debt	348,163

Directors.—Same as Anacostia & Potomac River Ry. Co.

Date of information, Feb., 1902. x

City & Suburban Railway of Washington.—This company is a consolidation in July, 1898, of the Eckington & Soldiers' Home Ry. Co. and the Maryland & Washington Ry. Co. Annual meeting second Wednesday in Jan. In Oct., 1901, a receiver was appointed for this road, and in Feb., 1902, interest on bonds was defaulted. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized and issued, $1,750,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds; authorized and issued, $1,750,000, coupon, but may be registered; dated Aug. 1, 1898; due 1948; denom. $1,000; int. payable Feb. and Aug. at office of Baltimore Trust & Guarantee Co., of Baltimore, Md. trustee of mortgage.

Operation.—Year ending Dec. 31, 1901.

Total receipts	$235,125
Operating expenses	162,931
Earnings from operation	72,194

Directors.—Same as Anacostia & Potomac River Ry. Co.

References.—Description of road, Vol. VI, July, '90, p. 326 (ill.); Vol. X, Dec., '94, p. 761 (ill.); compressed air motor, Vol. XIII, Mar., '97, p. 317; consolidation, Vol. XIV, Apr., '98, p. 84.

Date of information, Feb., 1902. x

Columbia Railway Co.—Chartered May 25, 1871. Annual meeting second Tuesday in Mar. A controlling interest in the capital stock of this company was purchased in Apr., 1899, by the Washington Railway & Electric Co.

Capital Stock, authorized and issued, $400,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. coupon bonds, authorized and issued, $500,000; dated Oct. 1, 1894, due 1914; denom. $500 and $1,000; int. payable Apr. and Oct., at office of Nat'l Bank of the Republic; trustee of mortgage, American Security & Trust Co., of Washington.

Second mortgage 5 p. c. gold bonds, authorized, $500,000; issued, $400,000; dated Oct. 1, 1898, due 1914; int. payable Apr. and Oct. at office of American Security & Trust Co., of Washington, trustee of mortgage.

Operation.—Year ending Dec. 31, 1901.

Total receipts	$222,926
Operating expenses	104,982
Earnings from operation	117,944
Dividends	24,000

Passengers carried in 1901, 8,027,781.

Directors.—Allan L. McDermott, Geo. H. Harries, Geo. W. Young, O. T. Crosby, W. J. Ham, James B. Lackey.

Date of information, Feb., 1902. x

Georgetown & Tenalleytown Railway Co.—Chartered Aug. 10, 1888. Annual meeting second Wednesday in Jan. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized and issued, $200,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. bonds, $70,000; coupon, but may be registered; dated Feb. 1, 1894, due, 1904; denom. $500; int. payable Feb. and Aug., at office of American Security & Trust Co., of Washington, trustee of mortgage.

Second mortgage 6 p. c. bonds, $30,000; dated Feb. 1, 1896, due 1904; int. payable Feb. and Aug. at office of American Security & Trust Co., of Washington trustee of mortgage.

Operation.—Year ending Dec. 31, 1901.

Total receipts	$33,317
Operating expenses	34,490
Deficit from operation	1,187
Floating debt	197,470

Directors.—Same as Anacostia & Potomac River Ry. Co.

Date of information, Feb., 1902. x

Metropolitan Railroad Co.—Chartered July 1, 1864. Annual meeting second Wednesday in July. The entire property of this company has been purchased by the Washington Railway & Electric Co.

Capital Stock, authorized, $1,000,000, issued, $985,920; par value, $50 per share. Dividends payable quarterly, Feb., May, Aug., Nov.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, and issued, $1,850,000; coupon, but may be registered; dated Feb. 1, 1895, due 1925; not subject to call; int. payable Feb. and Aug., at office of Baltimore Trust & Guarantee Co., of Baltimore, trustee of mortgage.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1896, due Oct. 1, 1906; int. payable Apr. and Oct. These certificates were issued for the purpose of completing the conduit electric system.

6 p. c. certificates of indebtedness, issued, $250,000; dated 1897, due 1907; int. payable June and Dec. These certificates were issued for the purpose of increasing power plants, and paying for Columbia Road extension.

Note.—The first mortgage bonds were authorized by act of Congress for the purpose of changing the motive power from horses to electricity, and can be used for no other purpose. The bonds are secured by a mortgage on the entire property of the company, including a first mortgage upon real estate valued at $700,000. It is stated that an additional security behind the bonds is the liability of the stockholders to an assessment of $20 per share not yet paid in on the capital stock, and to a further assessment of 100 p. c. of the stock holdings according to the terms of the company's charter.

By the provisions of the mortgage deed, all real estate not needed by the company may be sold, and the proceeds passed to a sinking fund, to which is also to be passed surplus earnings up to $25,000. After 10 p. c. has been paid on the capital stock, the first mortgage bonds may be purchased for the sinking fund at not over 110 and interest.

Dividends, 9.9 p. c. per annum.

Operation.—Year ending Dec. 31. 1901.

Total receipts	$790,841
Operating expenses	366,818
Earnings from operation	424,023
Dividends	98,827

Passengers carried in 1901, 25,176,882

References.—Description of road, Vol. VI, July, '90, p. 326; Vol. X, Dec., '94, p. 761; (brief), Vol. VII, Dec., '91, p. 658; description of strike, Vol. XI, Jan., '95, p. 32; description of conduit, Vol. XI, Jan., '95, p. 45; increase of bonds, Vol. X, Nov., '94, p. 754; Vol. X, Dec., '94, p. 814; Vol. XI, Feb., '95, p. 125; description of electric conduit, Vol XI, Aug., '95, p. 530 (ill.); operating detail, Vol. XII, Feb., 96, p. 99; wheel grinding machine (brief), Vol. XII, May, '96, p. 290 (ill.); electric conduit construction, Vol. XII, May, '96, p. 299 (ill.); operating detail (brief), Vol. XII, Dec., '96, p. 762 (ill.).

Date of information, Feb., 1902. x

Please note date of information at end of each report.

Washington & Glen Echo Railroad Co.—This is the successor (in 1896) to the Glen Echo R. R. Co. A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized and issued, $250,000; par value, $50 per share.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $200,000; denom. $1,000; int. payable at office of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Date of information, Feb., 1902. x

Washington & Great Falls Electric Railway Co.—This company has been merged with the Washington Railway & Electric Co. and the entire issue of stock and bonds retired.

Date of information, Feb., 1902. x

Washington & Rockville Railway Co.—The capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, issued, $45,000.

Date of information, Feb., 1902. x

Washington, Woodside & Forest Glen Railway Co.—A controlling interest in the capital stock of this company is owned by the Washington Railway & Electric Co.

Capital Stock, authorized, $5,000.

Funded Debt.—First mortgage 6 p. c. gold bonds, authorized and issued, $40,000.

Date of information Feb., 1902. x

Baltimore & Washington Transit Co.—This company operates an electric railway from Takoma to Glen Sligo, about 2 miles, and enters Washington, where city transfers are given, on the tracks of the Brightwood Electric Ry., by traffic agreement. An extension to Sandy Spring, Md., 14 miles, is proposed.

Capital Stock, authorized and issued, $100,000; par value, $50 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized, $500,000, issued, $50,000 (see note); int. payable at office of Guardian Security Trust & Deposit Co., of Baltimore, Md., trustee of mortgage.

Note.—Further issue of these bonds can only be made on completion of extensions or double tracking.

Officers.—Pres. T. Wm. Harris, 1335 F St., Washington, D. C., V. Pres. A. W. Williams, Baltimore, Sec. & Treas. Joseph A. Gilpin, Baltimore.

General Office, 1335 F St., Washington, D. C.

Reference.—Description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Feb., 1902. x

Capital Traction Co.—Chartered in Sept., 1895, as a consolidation of the Washington & Georgetown R. R. Co. and the Rock Creek Ry. Co., of the District of Columbia. Annual meeting second Wednesday in Jan.

Capital Stock, authorized and issued, $12,000,000; par value, $100 per share.

Funded Debt.—First mortgage 4 p. c. bonds, authorized, $1,500,000; issued, $1,080,000, held in treasury for future improvements, $420,000; dated Apr. 1, 1900, due 1920; int. payable Apr. and Oct., at office of National Safe Deposit, Savings & Trust Co., trustee.

Operation.—Year ending Dec. 31,

	1897.	1898.	1900.	1901.
Receipts from passengers	$876,211	$932,170		$1,231,683
" other sources	32,629	61,007		19,677
" total	908,839	993,177	1,124,434	1,251,360
Operating expenses	*706,797	*679,137	*656,601	579,848
Earnings from operation	202,043	314,040	467,833	671,512
Deductions from earnings.				
Fixed charges				111,800
Net income	202,043	314,040	467,833	559,712
Dividends paid	209,958	269,961	359,950	480,000

*Including fixed charges.

BALANCE SHEET.—Dated Jan. 1, 1902.

Assets.		Liabilities.	
Cost of road	$ 7,600,818	Capital stock	$12,000,000
Cost of equipment	3,874,757	Funded debt	1,080,000
Real estate	1,919,596	Bills payable	200,000
Renewal fund	23,126	Tickets	36,261
Cash	35,548	Profit and loss (surp.).	137,584
Total	$13,453,845	Total	$13,453,845

Plant and Equipment.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 50 lb. and 95 lb. rail; 410 passenger cars, Gen. Elec. dynamos, Gen. Elec. and West. motors, Stephenson and American cars, Baltimore and Peckham trucks.

Officers.—Pres. G. T. Dunlop, V. Pres. C. C. Glover, Sec. & Treas. C. M. Koones, Supt. & Ch. Engr. D. S. Carll, Ch. Engr. of Power Station C. Hoshall.

Directors.—Henry Hurt, C. C. Glover, G. T. Dunlop, John S. Larcombe, Maurice J. Adler, Wm. Manice, Edw. Stellwagen.

General Office, 36th & M Sts., Washington.

References.—Financial standing (brief), Vol. XII, Oct., '96, p. 608; description of road, Vol. XIV, Jan., '98, p. 37 (ill.); description of power plant, Vol. XV, Jan., '99, p. 9; description of park (brief), Vol. XVII, Feb. 2, '01, p. 187.

Date of information, Mar., 1902. x

Washington, Alexandria & Mt. Vernon Railway Co.

Capital Stock, $1,000,000.

Funded Debt.—First mortgage 5 p c. gold bonds, authorized, $750,000, issued, $700,000; dated Aug 1, 1895, due 1925; int payable at office of Real Estate Trust, of Philadelphia, trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 26.4; gauge, 4 ft. 8½ in.; 50 lb. and 60 lb. T, 80 lb. grooved and 90 lb. girder rail; 32 cars, of which 17 are motor cars, 11 trail cars, and 4 freight cars; 2,000 H. P. station plant, Providence engines, Gen. Elec. dynamos and motors, Brill and own cars.

Officers.—Pres. G. E. Abbot, Sec. & Registrar F. K. Hipple, Treas, J. K. Swartz, Special Agt, G. R. Phillips, Supt. J. Colvin.

Directors.—G. E. Abbot, Park Agnew, F. K. Hipple, D. C. Leech, J. S. Swartz, F. Mertens, S. Rea, J. Cassels, J. Crawford.

General Office, 13½ St. and Pennsylvania Ave., Washington.

References.—Description of road, Vol XII, May, '96, p. 301; description of road (ill.), Vol. XII, Jan., 97, p. 1.

Date of information, Mar., 1902. z

Washington, Arlington & Falls Church Railway Co.—Chartered 1896, as the successor to the Washington & Arlington Ry. Co. This company owns and operates electric railways running from the south end of the Aqueduct Bridge, in Washington, one Ft. Meyers Arlington National Cemetery and Columbia Station, a distance of 4.5 miles, and one to Falls Church, Va. (via Ballston), a distance of 7.5 miles.

Capital Stock, authorized and issued, $100,000.

Funded Debt.—First mortgage 6 p. c. gold coupon bonds, issued, $100,000; int. payable Jan. and July.

General mortgage 5 p. c. coupon bonds authorized, $350,000; $100,000 held in treasury to take up first mortgage bonds when due, $250,000 for betterments and extensions.

Plant and Equipment.—Miles of track (electric), 14; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T rail; 14 motor cars and 10 trail cars; Gen. Elec. dynamos and motors, Brill and Stephenson cars; rent power.

Officers.—Pres. C. S. Hinchman, V. Pres. & Gen. Man. F. B. Hubbell, Sec. & Treas. C. Russell Hinchman, Pur. Agt. T. Garrett (Rosslyn, Va.); Ch. Engr. John A. Schlenther, Elecn. H. D. Crocker.

Directors.—C. S. Hinchman, F. B. Hubbell, R. H. Phillips, C. R. Hinchman, Walter Hinchman.

General Office, Rosslyn, Va.; V. President's office, 3530 M St., Washington, D. C.; Secretary's office, 902 Provident Bldg., Philadelphia, Pa.

Reference.—Annual report, Vol. IX, Mar., '93, p. 198.

Date of information, Jan., 1902. z

Washington & University Street Railroad Co.—Chartered July 8, 1898. Annual meeting second Tuesday in Jan. In Feb.. 1901. This road has not yet been put in operation.

Capital Stock, authorized, $175,000, issued, $5,000.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds; authorized, $170,000, issued, $140,000; dated Apr., 1899; due 1929; denom. $100, $300, $500 and $1,000; int. payable at offices of Washington Loan & Trust Co., of Washington, D. C., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 8; gauge, 4 ft. 8½ in., 60 lb. T rail; 6 motor cars.

Officers.—Pres. F. C. Kennedy, V. Pres. A. Wood, Treas. & Gen. Man. J. D. Croissant, Sec. G. O. Ferguson.

Directors.—F. C. Kennedy, J. D. Croissant, G. O. Ferguson, G. W. Rickett.

General Office, 821 N. C. Ave., Washington, D. C.

Date of information, Jan., 1902. z

Washington & Annapolis Electric Railway Co.—This road is under construction.

Plant and Equipment.—Miles of track (electric), 31.

Officers.—Pres. W. L. Lamprecht, Cleveland, Ohio; V. Pres. & Man. Jas. Christy, Jr., Akron, Ohio; Sec. & Treas. Otto Miller Garfield Bldg., Cleveland, Ohio; Supt. P. MacArdle, Washington, D.C.

General Office, 405 Bond Bldg., Washington, D. C.

Date of information, Jan., 1902. d

Please note date of information at end of each report.

WASHINGTON, IND.

Population in 1890, 6,064, in 1900, 8,551.

Washington Street Railway Co.—Chartered July, 1894; municipal franchises granted in May, 1894, expire in May, 1934 The company was reorganized in Mar., 1896, and commenced operating by electricity in July, 1896. In Dec., 1898, this road was purchased by Z. F. Graham at Sheriff's sale.

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in ; 35 lb. T rail; 8 cars, of which 6 are motor cars and 2 trail cars; Lane & Bodley engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Owner & Gen. Man. Z. F. Graham, Supt. C. G. Colvent.

GENERAL OFFICE, Washington, Ind.

Date of information, Jan., 1902. z

WASHINGTON, PA.

Population in 1880, 4,292, in 1890, 7,063, in 1900, 7,670.

Washington Electric Street Railway Co.—Chartered June 17, 1889. On Sept. 17, 1895, the Washington & Tylerdale Street Ry. Co. was consolidated with this company.

CAPITAL STOCK, authorized and issued, $125,000; par value, $50 per share.

FUNDED DEBT, authorized and issued, $125,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$25,099	$27,701	26,656	$34,532	$42,496
Operating expenses	15,880	18,474	16,541	250,084	27,781
Earnings from operation	9,219	9,227	10,115	9,448	14,715
Interest			6,250	6,250	6,250
Taxes				1,469	1,249
Other expenses					5,705
Net income			3,865	1,729	1,511

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$ 91,252	$229,028	$229,028	$229,028	$229,028
Equipment	35,654	35,654	35,654	35,654	35,654
Cash	76	331	1,095	3,324	9,226
Bills receivable					2,737
Open accounts	16,980	8,211	10,595	10,742	1,753
Materials and sup.		1,754	2,214	2,339	1,740
Machinery & tools.		3,401	3,350	3,365	3,376
Total	$143,962	$278,379	$281,936	$284,452	$283,514
LIABILITIES.					
Capital stock	$125,000	$125,000	$125,000	$125.000	$125,000
Funded debt		125,000	125,000	125,000	125,000
Accounts payable	3,211	3,402	3,094	3,881	1,431
Profit & loss (surp.)	15,751	24,977	28,842	30,571	32,083
Total	$143 962	$278,379	$281,936	$284,452	$283,514

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 5 ft. 2½ in.; 48 lb. and 52 lb. rail; 12 motor cars; Gen. Elec. and West. dynamos and motors, Brill and New Castle cars.

OFFICERS.—Pres. F. J. Torrance, Sec. Arthur Kennedy, Treas. W. C. Hagan, Supt. & Pur. Agt. Jas. Kent.

DIRECTORS.—Francis J. Torrance, Arthur Kennedy and W. C. Hogan, of Allegheny, Pa.; Thos. B. Hutchinson, Pittsburg, Pa.; Jno. A. Wilson, Washington, Pa.

Date of information, Nov., 1901. z

WATERBURY, CONN.

Population in 1880, 17,806, in 1890, 28,646, in 1900, 45,859.

Waterbury Traction Co.—The company is now controlled by the Connecticut Ry. & Lighting Co., of Bridgeport, Conn.

OPERATION.—

	Year ending Sept. 30, 1897.	9 mos.end. June 30, 1898.	Year ending —June 30,— 1899.	1900.	6 mos.end. Dec. 30, 1900.
Total receipts	$145,114	$117,470	$182,219	$197,190	$134,428
Operating expenses	86,150	67,907	105,351	101,961	61,938
Earns. from oper'n.	58,964	49,563	76,868	†95,229	72,490
Deduct. from earn.					
Interest	15,552	11,599	15,375	15,575	15,599
Taxes	4,365	7,880	7,130	8,159	3,646
Other deductions					512
Net income	39,047	30,084	54,363	71,495	52,734
Dividends paid	12,000	9,000	25,499		
To surplus account.	27,047	21,084	28,864	71,495	
P.c.op.ex.to tot. rec.	59.4	57.8	57.8	50.2	46.1

† Not including $30,139 net receipts from lighting department.

BALANCE SHEET.—Dated

ASSETS.	June 30, 1898	June 30, 1899.	June 30 1900.	Dec. 31, 1900.
Cost of road and equip	$ 838.207	$ 864.464	$ 945,026	$1,010,139
Cash assets	7,953		2,324	5,611
Cost of light plant	437,597	485,114	786,399	803,953
Materials on hand	14,378	20,115	21,841	28,230
Accounts receivable	8,167	27,903	10,645	16,089
Other assets	4,917	7,209	854	
Total	$1,311,219	$1,404,805	$1,767,089	$1,864,023
LIABILITIES.				
Capital stock	$ 600,000	$ 750,000	$ 750,000	$ 750,000
Funded debt	600,000	600,000	600,000	600,000
Naugatuck capital acct.			226,000	226,000
Bills and accounts payable	40,350	36,716	69,171	111,234
Interest not due	5,000	5,000	5,000	5,900
Taxes not due	5,603	5,494	5,953	3,979
Other liabilities	797		1,736	4,474
Profit and loss (surplus)	59,469	7,595	109,229	162,436
Total	$1,311,219	$1,404,805	$1,767,089	$1,864,023

PLANT AND EQUIPMENT.—Miles of track (electric), 15.66; gauge, 4 ft. 8½ in.; 60 lb. and 70 lb. T rail; 58 cars, of which 54 are motor cars and 4 trail cars; Dixon engines, Gen. Elec. dynamos and motors, Brill, L. & F., Newburyport and Stephenson cars.

OFFICERS.—See Connecticut Ry. & Lighting Co., of Bridgeport, Conn.

GENERAL OFFICE, Waterbury, Conn.

Date of information, Jan., 1902. b

WATERLOO, IA.

Population in 1880, 5,630, in 1890, 6,679, in 1900, 12,580.

Waterloo & Cedar Falls Rapid Transit Co.—Chartered in 1895. Municipal franchise granted in 1896. Annual meeting in Jan. In 1896 this company purchased the property of the Waterloo Street Ry. Co.

CAPITAL STOCK, authorized and issued, $600,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $700,000, issued, $350,000, in treasury, $350,000; dated Dec. 1, 1901, due 1920; denom. $1,000; int. payable June and Dec., at First National Bank, Chicago, Ill., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 48; gauge, 4 ft. 8½ in.; 60 lb. T rail; 26 motor cars, 5 trail cars and 17 freight cars; 4 locomotives; Filer & Stowell engines, West. dynamos and motors, Pullman cars, McGuire and Peckham trucks.

OFFICERS.—Pres. & Gen. Man. L. S. Cass, V. Pres. & Sec. J. F. Cass, Treas. & Audr. E. A. Boggs, Ch. Engr. M. L. Newton, Ch. Elecn. A. I. Woodring, Mast. Mech. John Faucett.

DIRECTORS.—J. F. Cass, E.K. Boisot, L. S. Cass.

GENERAL OFFICE, 615 Commercial St., Waterloo, Ia.

REFERENCES.—Description of road, Vol. XIV, Feb., '98, p. 73 (ill.); description of park (brief), Vol. XVII, Apr. 6, '01, p. 435.

Date of information, Mar., 1902. z

WATERLOO, ONT.

Population in 1890, 1,594, in 1900, 3,500. Berlin in 1900, 9,000.

Berlin & Waterloo Street Railway Co.

CAPITAL STOCK, authorized, $40,000, issued, $30,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $30,000; issued, $6,800; due 1908; denom., $100; int. payable Jan. 1 and July 1, at office of the company; trustee of mortgage, George Rumpel, Berlin, Ont.

PLANT AND EQUIPMENT.—Miles of track (electric), 3.2; gauge, 4 ft. 8½ in.; 60 lb. T rail; 10 cars; Gen. Elec. and West. dynamos and motors, Can. Gen. Elec. and Ottawa cars, Peckham trucks; power rented.

OFFICERS.—Pres. W. H. Breithaupt, V. Pres. A. L. Breithaupt, Sec. Alex. Millar, Treas. & Gen. Man. T. E. McLelan.

DIRECTORS.—W. H. Breithaupt, A. L. Breithaupt, T. E. McLelan, Alex. Millar, Geo. Bruce.

GENERAL OFFICE, Waterloo, Ont.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 51 (ill.).

Date of information, Dec., 1901. d

WATERTOWN, N. Y.

Population in 1880, 10,697, in 1890, 14,725, in 1900, 21,696.

Black River Traction Co.—Chartered Dec. 23, 1897. Annual meeting second Monday in Jan. This company is the successor to the Watertown & Brownsville Street R. R. Co., which was sold under foreclosure of mortgage in Dec., 1897. On Jan. 1, 1901, the Dexter & Brownsville Street Ry. Co. were consolidated with this company.

CAPITAL STOCK, authorized and issued, $105,000.

FUNDED DEBT.—First mortgage, 5 p. c. bonds, authorized and issued, $55,000; dated Jan. 1, 1898, due 1918; int. payable Jan. and July.

Please note date of information at end of each report.

OPERATION.—Year ending June 30,

	1897.	†1898.	1899.	1900.	1901.
Gross receipts	$25,801	$12,287	$36,221	$51,370	$55,084
Operating expenses	24,190	9,956	25,037	38,260	43,837
Earnings from operation	1,611	2,331	11,184	13,110	11,247
Deductions from earnings.					
Interest	443	875	2,750	3,650	3,700
Taxes	640	47	816	1,251	1,370
Other expenses				2,605	550
Net income	528	1,409	7,617	5,604	5,627
To surplus account	528		7,617		
Total surplus account	11,510	1,409	9,026	14,630	20,258

† Report of the Black River Traction Co., for six months ending June 30, 1898.

OPERATING EXPENSES.

Year ending June 30,	1897.	†1898.	1899.	1900.	1901.
General expenses	$ 5,058	$ 2,550	$ 4,124	$ 9,833	$ 6,516
Transportation expenses	13,045	6,387	16,012	18,545	22,409
Maint. of way and bldgs.	2,918	291	2,828	5,370	8,907
" " equipment	3,169	728	2,069	4,512	6,005
Total	$24,190	$ 9,956	$25,037	$38,260	$43,838

STATISTICS OF TRAFFIC.

Year ending June 30,	†1898.	1899.	1900.	1901.
Revenue passengers carried	259,582	845,170	1,028,868	980,883
Transfer " "		94,963	105,327	114,513
Car miles run	137,604	316,700	399,500	411,700
Gross receipts per car mile	$.089	$.114	$.128	$.133
Operating expenses per car mile	.072	.079	.096	.106

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip	$120,132	$136,724	$147,091	$195,097
Cash on hand			444	2,895
Current assets	2,464	4,134	8.616	3,003
Material and supplies			500	500
Prepaid insurance			2,000	
Total	$122,596	$140,958	$158,651	$201,495
LIABILITIES.				
Capital stock	$ 65,000	$ 65,000	$ 65,000	$105,000
Funded debt	55,000	55 000	55,000	55,000
Loans	1,187	11,931	24,021	20,614
Accounts payable				
Receiver's certificates, etc				623
Profit and loss (surplus)	1,409	9,027	14,630	20,258
Total	$122,596	$140,958	$158,651	$201,495

PLANT AND EQUIPMENT.—Miles of track (electric), 10.47; gauge, 4 ft. 8½ in.; 56 lb. and 72 lb. girder and T rail; 23 motor and 10 trail cars; 400 H. P. dynamos, Gen. Elec. and Steel dynamos and motors, Stephenson cars, Brill trucks, water power.

OFFICERS.—Pres. J. A. Lebkuecher, Newark, N. J.; Sec. Geo. H. Walker, Treas. N. J. Wardewell, Supt. E. A. Barber.

DIRECTORS.—Julius A. Lebkuecher, C. W. Riker, George Krementz, Newark, N. J.; G. H. Walker, N. P. Wardewell, C. W. Inglehart, C. C. Inglehart, S. R. Smith, Thos. Burnes, Watertown, N. Y.

GENERAL OFFICE, 172 Main St., Watertown, N. Y.

REFERENCE.—Description of car house, Vol. IX, Jan., '93, p. 1 (ill.).

Date of information, Sept., 1901. b

WATERVILLE, ME.

Population in 1880, 4,672, in 1890, 7,107, in 1900, 9,477.

Waterville & Fairfield Railway & Light Co.—Chartered 1891. Annual meeting first Tuesday in Oct. This is a consolidation of the Waterville & Fairfield R. R. Co., the Waterville Electric Light & Power Co. and the Fairfield Electric Light & Power Co.

CAPITAL STOCK, authorized and issued, $200,000; par value, $100 per share.

FUNDED DEBT.—$240,000, as follows: First mortgage 5 p. c. bonds, authorized, $240,000, issued, Series A, 40,000, Series B, $157,500 (see note); in escrow, Series B, $42,500; dated 1897, due 1917; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

Waterville & Fairfield R. R. Co.'s 6 p. c. bonds; outstanding $17,000, due 1909.

Waterville Electric Light & Power Co.'s 6 p. c. bonds; outstanding $22,500; due 1908.

Real estate mortgage, $4,732.

NOTE.—In Dec., 1897, the $200,000 of old 6 p. c. mortgage bonds were voluntarily surrendered, and the new bonds issued. In addition to the Series B issue, $39,500 are held by trustee to retire the underlying 6 p. c. bonds described above, which are a first lien upon the property; $1,000 are held by trustee to retire old Railway and Light bonds not presented, and $2,000 are held as security for loan.

OPERATION.—Year ending June 30,

	1898.	† 1899.	1900.	1901.
Receipts from passengers	$20,133	$19,881	$22.781	$25,995
" " other sources	75	24,886	21,778	19,067
" total	20,208	44,747	43,559	45,062
Operating expenses	13,321	28,787	29,664	41,984
Earnings from operation	6,887	15,960	13,895	3,077
Deductions from earnings.				
Interest		12,660	13,009	13,982
Taxes		1,042	1,921	1,727
Net income		2,258	*1,035	*12,632
To surplus account		2,258		
Total "		1,350	315	*12,317

† Includes railway, light and power operation.
* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.	
General expenses	$30,593
Transportation expenses	5,343
Maintenance of roadway and buildings	4,737
Maintenance of equipment	1,312
Total	$41,984

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Passengers carried	397,615	430,276	517,895
Car miles run	103,740	103,816	112,117
Total receipts per car mile	$.431	$.419	$.402
Operating expenses per car mile	.276	.286	.374

BALANCE SHEET, including lighting plant.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road, equipment, lighting plant, land, buildings	$300,000	$249,756	$267,247	$278,258
Current assets	117,000	2,724	9,713	16,143
Materials and supplies			832	1,068
Suspense account		200,000	200,000	200,000
Profit and loss (deficit)				12,317
Total	$417,000	$452,480	$477,792	$507,786
LIABILITIES.				
Capital stock	$200,000	$200,000	$200,000	$200,000
Funded debt	217,000	237,000	240,000	240,000
Mortgage		4,732	4,732	
Current liabilities		7,582	25,714	66,608
Accrued liabilities		1,859	7,031	1,178
Profit and loss (surplus)		1,307	315	
Total	$417,000	$452,480	$477,792	$507.786

PLANT AND EQUIPMENT.—Miles of track (electric), 5; gauge, 4 ft. 8½ in.; 35 lb. T rail; 9 motor cars; 500 H. P. station plant (auxilliary); West. dynamos and motors; water power.

OFFICERS.—Pres. George K. Boutelle, Sec. & Treas. H. D. Bates, Gen. Man. Ralph J. Patterson, Gen. Counsel C. F. Woodard.

DIRECTORS.—George K. Boutelle, Waterville, Me.; Elias Milliken, Augusta, Me.; W. S. Spaulding, Henry R. Reed, Boston; Clarence A. Leighton, Thomaston, Me.

GENERAL OFFICE, Waterville, Me.

REFERENCE.—Annual report, Vol. IX, Dec., '93, p. 842.

Date of information, Oct., 1901. b

WAUPACA, WIS.

Population in 1890, 2,127, in 1900, 3,000.

Waupaca Electric Light & Railway Co.—State charter granted 1898 in perpetuity; municipal franchise granted 1898 for 50 years. Annual meeting in June. The lighting plant of this company has been in operation since 1888. The railway was placed in operation July 17, 1899, as an interurban road, and is not operated during the winter months.

CAPITAL STOCK, authorized, $75,000, issued, $75,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold coupon bonds, authorized and issued, $42,000; dated June 1, 1898, due $2,000 annually, beginning Nov. 1, 1899; denom. $1.000; int. payable May and Nov., at office of American Exchange National Bank in New York City; trustee of mortgage, Milwaukee Trust Co., of Milwaukee, Wis.

Interest and principal have been paid when due.

OPERATION.—Year ending Dec. 31,

	1900.	1901.
Receipts from passengers	$ 6,368	$ 8,547
" " lighting	6,719	*7,707
" total	13,087	16,254
Operating expenses	7,078	8,070
Earnings from operation	6,009	8,184

Please note date of information at end of each report.

Deductions from earnings.	1900.	1901.
Interest on bonds	2,280	2,280
" " floating debt	450	
Taxes	260	
Rental	50	
Bonds		2,000
Net income	2,969	4,280
Per cent. operating exp. to gross receipts	54.1	50.3

* Includes taxes.

BALANCE SHEET.—Dated ASSETS.	Mar. 1, 1900.	Dec. 31, 1901.
Cost of road	$40,409	$97,000
" equipment	10,000	
" lighting plant	35,112	
Cash	643	
Material and supplies	483	
Profit and loss (deficit)		23,645
Total	$86,647	$120,645
LIABILITIES.		
Capital stock	$39,000	$75,000
Funded debt	40,000	36,000
Accrued interest	800	
Bills and accounts payable	6 341	9,645
Other liabilities	506	
Total	$86,647	$120,645

PLANT AND EQUIPMENT.—Miles of track (electric), 4.75; gauge, 4 ft. 8½ in.; 50 lb. rail; 9 cars, of which 4 are motor cars, 3 trail cars and 2 freight cars; 350 H. P. station plant (210 water and 165 steam power); Erie City engine, Leffell water wheel, Woods and Brush generators, Gen. Elec. motors, Jewett cars, Peckham trucks.

OFFICERS.—Pres. Irving P. Lord, V. Pres. G. B. Lord, Sec. & Treas. W. B. Baker, Supt. & Elecn. E. B. Fisher, Ch. Engr. Chas. McCarter.

DIRECTORS.—Irving P. Lord, G. B. Lord, W. B. Baker.

Date of information, Feb., 1902. z

WAVERLY, N. Y.

Population in 1900, 4,465.

Waverly, Sayre & Athens Traction Co.—Chartered under the laws of Pennsylvania, Jan. 23, 1893. Three miles of this line are built in New York State and six miles in Pennsylvania.

CAPITAL STOCK, $200,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $150,000; dated Jan. 1. 1895, due 1925; denom. $1,000; int. payable Jan. and July.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$11,866	$10,747	$11,448	$13,423	$17,700
Operating expenses	6,774	6,314	11,123	19,962	31,777
Earnings from operation.	5,092	4,433	325	*6,539	*14,077
Deduc. from earnings.					
Interest	2,250	2,250	2,250	2,250	3,250
Taxes	200	240	169	212	925
Net income	2,642	1,943	*2,094	*8,955	*18,252

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$121,253	$125,704	$125,704	$125,704	$351,581
" equipment	57,447	57,447	57,447	57,447	
Cash	603				
Open accounts	*175,300	*173,395	171,400	171,354	25,416
Total	$354,603	$356,546	$354,551	$354,505	$376,997
LIABILITIES.					
Capital stock	$200,000	$200,000	$200,000	$200,000	$200,000
Funded debt	150,000	150,000	150,000	150,000	150,000
Accounts payable					26,997
Profit and loss (sur.)	4,603	6,546	4,451	4,505	
Total	$354,603	$356,546	$354,551	$354,505	$376,997

*Of this amount, $172,578 is due for capital stock not assessed.

PLANT AND EQUIPMENT.—Miles of track (electric), 9, 6 in Pennsylvania, 3 in New York; 11 motor cars.

OFFICERS.—Pres. A. N. Broadhead, V. Pres. M. Quigley, Sec. & Treas. A. C. Wade, Supt. W. E. Case.

DIRECTORS.—A. N. Broadhead, A. C. Wade, S. B. Broadhead, William Broadhead, Jamestown, N. Y.; F. M. Stephens, New York, N. Y.; F. K. Harris, Athens, N. Y., M. Quigley, W. L. Watrous, W. E. Case, Waverly, N. Y.; J. N. Weaver, Sayre, Pa.

GENERAL OFFICE, Waverly, N. Y.

Date of information, Dec., 1901. b

WAXAHACHIE, TEX.

Population in 1880, 1,354, in 1890, 3,076, in 1900, 4,215.

Waxahachie Street Railway Co.—Chartered Sept., 1887. Annual meeting first Tuesday in Sept. This road is operated jointly with the Lake Park Ry.

CAPITAL STOCK, authorized, $20,000.

FUNDED DEBT, $10,000.

PLANT AND EQUIPMENT.—Miles of track (horse), 3.5; gauge, 4 ft. 8½ in.; 16 lb. to 40 lb. T rail; 32 horses, 8 horse cars.

OFFICERS.—Pres. T. A. Ferris, V. Pres. M. B. Templeton, Sec. Treas. Gen. Man. & Pur. Agt. W. E. Coleman.

REFERENCE.—Park, Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Feb., 1901. d

WEATHERFORD, TEX.

Population in 1880, 2,046, in 1890, 3,314, in 1900, 4,786.

Weatherford City & Suburban Railroad Co.

CAPITAL STOCK, $100,000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; gauge, 4 ft. 8½ in.; 16 lb. and 20 lb. T rail; 17 horses, 6 horse cars.

OFFICERS.—Pres. G. P. Levy, Supt. G. B. Willbanks.

Date of information, Jan., 1901. d

WEBB CITY, MO.

Population in 1880, 1,588, in 1890, 5,043, in 1900, 9,201.

Southwest Missouri Electric Railway Co—On Sept. 1, 1896, this company acquired, by purchase, the Joplin & Galena Electric Ry. Co., which company owned and operated an electric railway in Joplin, Mo., extending thence to Galena, Kan. This company also acquired, by purchase, the Jasper County Electric R. R. Co., which company owned and operated an electric railway in Carthage, Mo., extending thence to Carterville, Mo. The lines of the Southwest Missouri Electric Ry. Co. now connect Carthage, Carterville, Webb City and Joplin, Mo., and Galena, Kan., with branch lines running from Joplin to East Joplin, and from Carterville to Prosperity, and serve a population of about 100,000.

CAPITAL STOCK, authorized and issued, $800,000.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized and issued, $500,000; coupon, but may be registered. Of these bonds, $200,000 cover the original property of the Southwest Missouri Electric Ry. Co., Prosperity to Joplin; dated Mar. 1, 1893, subject to call Mar. 1 of any year after 1903; int. payable Mar. and Sept.; $120,000 cover the property acquired from the Joplin & Galena Electric Ry. Co., Joplin to Galena; dated July 1, 1896, subject to call July 1 of any year after 1903, int. payable Jan. and July; $180,000 cover the property acquired from the Jasper County Electric R. R. Co., Carthage to Carterville; dated July 1, 1896, subject to call July 1 of any year after 1903; int. payable Jan. and July. Denom. of all bonds, $500; int. and principal of all bonds payable at office of Central Trust Co., of New York, trustee of mortgage.

Second mortgage 6 p. c. gold bonds, authorized and issued, $300,000 (mortgage covering all property), dated Nov. 1, 1899, due on call after Nov. 1, 1902; denom. $1,000; int. payable at office of Mississippi Valley Trust Co., of St. Louis, trustee of mortgage.

OPERATION.—Year ending Aug. 31,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$117,128	$115,050	$166,377	$213,865	$203,630
Op. ex. inc. taxes & ins.	62,873	*71,930	91,509	124,461	122,394
Earnings from oper.	54,255	43,120	74,868	89,404	81,236
Deduct. from earnings					
Interest on bonds	28,333	30,000	30,566	35,250	45,750
Net income	25,922	13,120	44,302	54,154	35,486
P. c. op. exp. to tot. rec.	53.67	62.52	55.00	58.19	60.1

*Total expenses.

PLANT AND EQUIPMENT.—Miles of track (electric), 41; gauge, 4 ft. 8½ in.; 48 lb. to 75 lb. T and girder rail; 43 motor cars; Cooper and Bates engines, Gen. Elec., Walker and West. dynamos and motors, Laclede, St. Louis, Jackson & Sharp, and American cars, Brill, Peckham, American, Jackson & Sharp and McGuire trucks, one power station, 4 sub-stations, three-phase system of 11,000 volts.

OFFICERS.—Pres. & Treas. A. H. Rogers, V. Pres. E. Z. Wallower, Sec. A. G. Knisely, Supts. E. J. Pratt, Motive Power; S. W. Gunsalus, Transportation; Road Master, F. C. Dunlap.

DIRECTORS.—J. W. Ground, Carthage, Mo.; A. H. Rogers, Joplin, Mo.; E. Z. Wallower, A. G. Knisely, E. S. Herman, H. L. Hershey, W. B. Meetch, E. Bailey, Harrisburg, Pa.; W. S. Chinn, Webb City, Mo.

GENERAL OFFICE, Webb City, Mo. Branch office, Harrisburg, Pa.

REFERENCES.—Description of parks (brief), Vol. XIII, Mar., '97, p. 150; operating detail (brief), Vol. XIII, Mar., '97, p. 154; descrip-

Please note date of information at end of each report.

tion of park at Lakeside, Mo., Vol. XV, May, '99, p. 30 (ill.); description of road, Vol. XV, May, '99, p. 281 (ill.); improvements of system, Vol. XVI, Aug. 4, '00, p. 690 (ill. and map).

Date of information, Mar., 1902. z

For map of road see this page.

WEBSTER, MASS.

Population in 1880, 5,696; in 1890, 7,031, in 1900, 8,804.

Webster & Dudley Street Railroad Co.—This company was incorporated Oct., 1897, municipal franchise granted Feb. 14, 1898. Annual meeting first Saturday in Apr., and commenced operation of its road June 15, 1898.

CAPITAL STOCK, authorized and issued, $50,000.

FUNDED DEBT, $30,000.

OPERATION.—Year ending Sept. 30,	1899.	1900.	1901.
Gross receipts	$12,467	$15,738	$23,193
Operating expenses	13,264	14,820	16,264
Earnings from operation	*797	918	6,929
Deductions from earnings			
Interest		801	1,792
Taxes		932	
Other deductions			2,162
Net income		*815	2,974
Total surplus		*682	1,555

*Deficit.

DIRECTORS.—Lyman R. Eddy, Elisha N. Bigelow, John Flint, Charles Haggerty, J. B. Potter, Webster, Mass.; Edwin N. Sanderson Putnam, Conn.; Henry E. Back, Danielson, Conn.; George M. Cole, Plattsburgh, N. Y.; Henry J. Conant, Boston, Mass.

GENERAL OFFICE, 95 Main St., Webster, Mass.

Date of information, Dec., 1901. b

WELCH, W. VA.

Population in 1900, 442.

Flat Top Electric Railway Co.—This road is under construction, and will extend from Welch, W. Va., to Bluefield, W. Va.

PLANT AND EQUIPMENT.—Miles of track, 40.

OFFICERS.—Pres. A. H. Patton, V. Pres. J. W. Reordin, Sec. & Treas. W. N. Whyte.

Date of information, Jan., 1902. d

WELLSTON, O.

Population in 1890, 4,377, in 1900, 8,045.

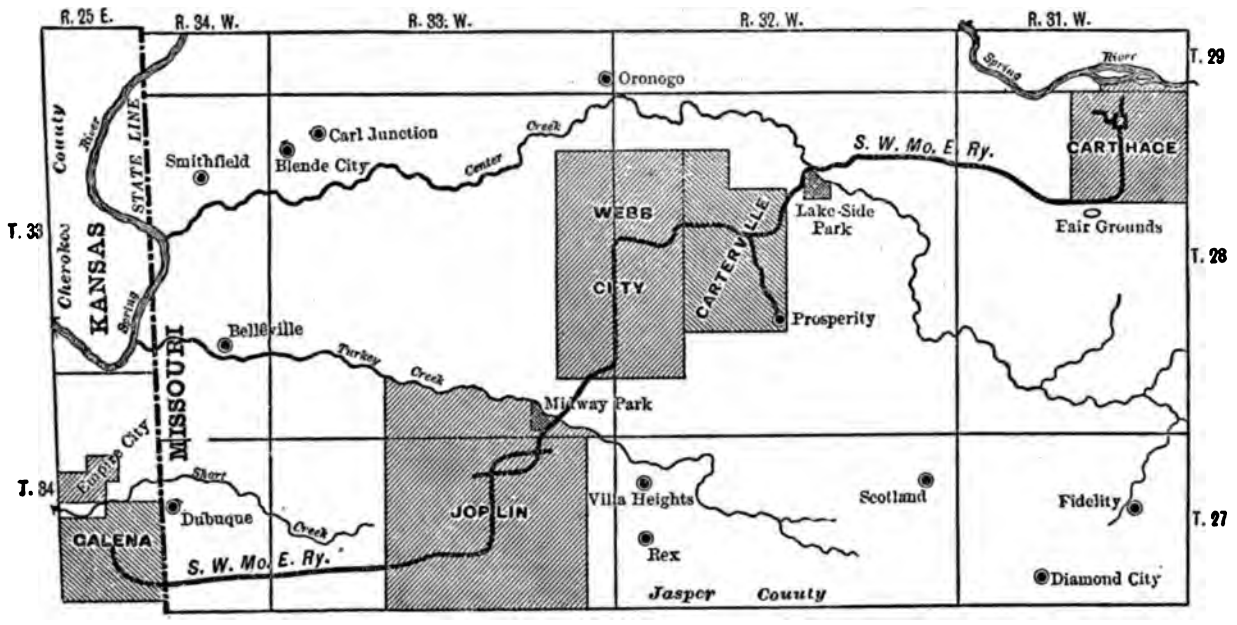
Wellston & Jackson Belt Railway Co.—This company owns an electric and steam railway, doing a freight and passenger business which is operated by the Hocking Valley Railway Co., (steam) of Columbus, O.

PLANT AND EQUIPMENT.—Miles of track (electric), 10, steam 7.5; gauge 4 ft. 8½ in.; 60 lb. T rail; 5 motor cars and 5 trail cars.

OFFICERS.—Pres. N. Monsarrat, V. Pres. C. O. Hunter, Sec. & Treas. W. N. Cott, Gen. Supt. M. S. Connors, Columbus; Pur. Agt. C. B. Duffey, Ch. Engr. W. Michaels, Elecn. E. Gillingham.

GENERAL OFFICE, Wellston, O.

Date of information Dec., 1900. d



MAP SHOWING THE LINES OF THE SOUTHWEST MISSOURI ELECTRIC RAILWAY CO.

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1899.	1900.	1901.
Revenue passengers carried	258,691	243,947	435,267
Car miles run	71,717	87,680	117,416
Total receipts per car mile	$.173	$.179	$.198
Operating expenses per car mile	.185	.171	.138

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road	$38,774	$47,333	$47,740	$57,981
" " equipment		12,405	12,766	12,766
Other permanent investments	6 032	7,239	7,239	7,589
Cash and current assets	780	990	2,073	3,825
Profit and loss (deficit)			682	
Total	$45,586	$67,967	$70,500	$82,161
LIABILITIES.				
Capital stock	$44,225	$50,000	$50,000	$50,000
Funded debt				30,606
Current liabilities	78	17,835	20,500	
Profit and loss (surplus)	1,283	132		1,555
Total	$45,586	$67,967	$70,500	$82,161

PLANT AND EQUIPMENT.—Miles of track (electric) 5.6; 8 motor cars; 250 H. P. station plant; Ft. Wayne generators, West. Gen. Elec. and Lorain motors, Wason and Jones cars, Peckham trucks.

OFFICERS.—Pres. L. R. Eddy, V. Pres. E. N. Bigelow, Sec. Charles Haggerty, Treas. Supt. & Pur. Agt. J. B. Potter.

WESTBOROUGH, MASS.

Population in 1880, 5,214, in 1890, 5,195, in 1900, 5,400.

Marlborough & Westborough Street Railway Co.—Chartered by special grant 1896.

CAPITAL STOCK, authorized and issued, $160,000.

FUNDED DEBT, $160,000.

OPERATION.—May 1 to Sept. 30, 1901.

Total receipts	$21,339
Operating expenses	11,609
Earnings from operation	9,730
Deductions from earnings.	
Interest on bonds	2,000
" " floating debt	2,285
Other deductions	1,112
Net income	4,333

STATISTICS OF TRAFFIC.

May 1 to Sept. 30, 1901.	
Passengers carried	363,550
Car miles run	86,965
Total receipts per car mile	$.246
Operating expenses per car mile	.134

Please note date of information at end of each report.

BALANCE SHEET.—Dated Sept. 30, 1901.

Assets.		Liabilities.	
Cost of road	$211,722	Capital stock	$160,000
" equipment	58,210	Funded debt	160,000
Land and buildings	84,561	Accrued liabilities	2,361
Other permanent invest..	14,759	Current "	50,000
Cash	7,442	Profit and loss (surplus)..	4,333
Total	$376,694	Total	$376,694

PLANT AND EQUIPMENT.—Miles of track (electric), 13.9; 12 motor cars.

OFFICERS.—Pres. William N. Davenport, V. Pres. Edward F. Blodgett, Sec. Arthur M. Bridgeman, Treas. Walter R. Dame, Supt. H. C. Garfield, Westborough.

DIRECTORS.—Wm. M. Davenport, Marlborough; Edward F. Blodgett, Leominster; Arthur M. Bridgeman, Stoughton; Charles S. Henry, Westborough; A. S. Paton, Jerome Marble, Wm. S. Clough.

GENERAL OFFICE, Westborough, Mass.

Date of information, Dec., 1901. b

Westborough & Worcester Street Railway Co.—Chartered May 29, 1900. This company has commenced construction work on its electric railway connecting Westborough and Worcester, and expects to be in operation early in 1901.

CAPITAL STOCK, authorized, $60,000; paid in Sept. 30, 1900, $30,000.

Cost of road to Sept. 30, 1900, $36,508.

OFFICERS.—Pres. Edward F. Blodgett, V. Pres. Geo. R. Damon, Sec. & Counsel A. F. Brown, Treas. Walter R. Dame, Supt. Harry C. Garfield.

DIRECTORS.—Edward F. Blodgett, Alexander S. Paton, Leominster; Micajah P. Clough, Lynn; M. A. Coolidge, Fitchburg; Geo. R. Damon, A. F. Brown, Walter R. Dame.

GENERAL OFFICE, Westborough, Mass.

Date of information, Jan., 1901 b

WESTBROOK, ME.

Population in 1880, 3,981, in 1890, 6,632, in 1900, 7,283.

Westbrook, Windham & Naples Railway Co.—This company operates an electric railway in and between Westbrook and Gorham. Annual meeting first Wednesday in Nov. In Jan., 1901, the property was purchased by the Portland R. R. Co.

CAPITAL STOCK, authorized, $300,000, issued, $27,700; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized, $100,000, issued, $70,000; dated, July 1, 1899, due 1919; denom. $1,000, 5 p. c. income bonds, issued, $24.000, due July 1, 1919.

OPERATION.—Year ending June 30,	1900.	1901.
Receipts from passengers	$8,019	$10,418
" " other sources	1,351	143
" total	9,360	10,561
Operating expenses	6,387	11,564
Earnings from operation	2,973	*1,003
Interest	1,794	4,930
Net income	1,179	*5,934

*Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 1,145
Transportation expenses	8,269
Maintenance of roadway and buildings	1,820
Maintenance of equipment	331
Total	$11,564

BALANCE SHEET.—Dated June 30,

ASSETS.	1900.	1901.
Cost of road	$106,065	$109,526
" equipment	11,356	11,220
Other permanent investments	3,424	3,125
Cash and current assets	1,416	104
Materials and supplies		267
Profit and loss (deficit)		4,755
Total	$122,261	$128,996
LIABILITIES.		
Capital stock	$ 27,700	$ 27,700
Funded debt	80,000	94,000
Loans and bills payable	13,382	7,296
Profit and loss (surplus)	1,179	
Total	$122,261	$128,996

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 4 ft. 8½ in.; 56 lb. T rail; 6 cars of which 4 are motor cars and 2 trail cars; West. motors, American and Laconia cars.

OFFICERS.—Pres. Ammi Whitney, Sec. A. J. Houghton, Treas. C. F. Berry, Gen. Man. E. A. Newman, Gen. Counsel Chas. F. Libby, Supt. F. W. Spring.

DIRECTORS.—Ammi Whitney, C. F. Berry, A. J. Houghton, Geo. L. Walker, Geo. M. Todd, Portland, Me.; F. W. Spring, Westbrook, Me.; A. S. Macreadie, South Portland, Me.

GENERAL OFFICE.—471 Congress St., Portland, Me.

Date of information, Mar., 1902. z

WEST CHESTER, PA.

Population in 1880, 7,046, in 1890, 8,028, in 1900, 9,524.

West Chester Street Railway Co.—Chartered Aug. 4, 1890. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized and issued, $60,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $30,000; dated, Oct. 1, 1891, due 1911.

Real estate mortgage, 5 p. c., $4,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$17,176	$16,551	$16,420	$16,489	$17,083
Op. exp. (including int.)	15,809	15,381	13,885	19,962	13,637
Earnings from operation	1,367	1,170	2,535	*3,473	3,446
Deduction from earnings.					
Interest			2,328	1,700	2,308
Taxes			1,128	2,940	454
Other deductions				1,613	626
Net income			*921	*9,726	58

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$121,063	$121,398	$121,526	$119,869	$119,869
Cash on hand	612	810	724	3,284	2,114
Other assets	1,859	1,375	1,547	1,785	2,416
Total	$123,533	$123,583	$123,797	$124,938	$124,399
LIABILITIES.					
Capital stock	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Funded debt	34,000	34,000	34,000	34,000	34,000
Bills payable	17,059	14,700	13,700	13,700	
Accounts payable	1,881	1,740	2,875	13,415	27,322
Accrued interest	456	477	477	803	
Profit and loss (surp)..	12,496	13,666	12,745	3,020	3,077
Total	$123,533	$123,583	$123,797	$124,938	$124,399

PLANT AND EQUIPMENT.—Miles of track (electric), 6; gauge, 5 ft. 2½ in.; 45 lb. and 60 lb. girder and flat rail; 9 cars, of which 5 are motor cars and 4 trail cars; Gen. Elec. and West. dynamos and motors, Brill cars.

OFFICERS.—Pres. Joseph S. Harris, Sec. W. R. Taylor, Treas. W. A. Church. Compt. D. Jones, Pur. Agt. J. D. Landers, Supt. A. G. McCausland,

DIRECTORS.—R. T. Cornwell, M. H. Matlack, J. C. Hayes, A. G. McCausland.

GENERAL OFFICE, Philadelphia, Pa.

REFERENCES.—Description of road, Vol. VII., Apr., '91, p. 302; report, Vol. IX, Feb., '93, p. 129.

Date of information, Jan., 1902. z

WESTERLY, R. I.

Population in 1880, 6,104, in 1890. 6,813, in 1900, 7,541.

Pawcatuck Valley Street Railway Co.—Chartered May 25, 1893.

CAPITAL STOCK, authorized, $100,000, issued, $75,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated, 1893, due 1914; int. payable May and Nov., at office of American Loan & Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rec'pts from passeng.	$15,569	$15,431	$16,431	$17,988	$19,403
" other sources.	775	809	1,097	989	1,077
" total	16,344	16,240	17,528	18,977	20,480
Operating expenses	8,545	8,712	8,267	10,227	10,306
Earnings from operat.	7,799	7,528	9,261	8,750	10,173
Deductions from earnings.					
Interest	5,337	5,575	5,567	5,430	5,445
Taxes	535	1,014	582	608	917
Accrued claims					10,415
Net income	1,926	938	3,112	2,712	*6,604
Dividends	3,000	2,250	1,875		
Total surplus account	3,069	1,757	1,517	5,706	*898

*Deficit.

Please note date of information at end of each report.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Construction	$125,714	$129,350	$129,350	$129,497	$131,551
Equipment	17,443	17,663	17,663	19,661	20,163
Other assets	42,912	41,744	41,004	43,898	40,607
Cash					420
Bills and accts. receiv.					144
Profit and loss (deficit)					898
Total	$186,069	$188,757	$188,017	$193,056	$193,784
LIABILITIES.					
Capital stock	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
Funded debt	100,000	100,000	100,000	100,000	100,000
Floating debt	8,000	12,000	11,500	12,350	18,784
Profit and loss (surpl.)	3,069	1,757	1,517	5,706	
Total	$186,069	$188,757	$188,017	$193,056	$193,784

PLANT AND EQUIPMENT.—Miles of track (electric), 6, of road, 6; gauge, 4 ft. 8½ in.; 50 lb. T rail; 8 motor cars; Hamilton-Corliss engines, Gen. Elec. dynamos and motors, Newburyport cars.

OFFICERS.—Pres. Wm. Hoxsey, V. Pres. A. S. Paton, Sec. Treas. Gen. Man. & Pur. Agt. E. P. Shaw, Jr., Supt. Geo. W. Steadman.

DIRECTORS.—John Champlin, William Hoxsey, of Westerly; Solomon Lucas, of Norwich; E. P. Shaw, E. P. Shaw, Jr., of Newburyport; A. S. Paton, of Leominster, Mass., Geo. A. Butman.

GENERAL OFFICE, 53 State St., Boston, Mass.

Date of information, Jan., 1902. z

WESTFIELD, MASS.

Population in 1880, 7,587, in 1890, 9,805, 1900, 12,310.

Woronoco Street Railway Co.—The Highland Street Ry. Co. was consolidated with this company on May 18, 1895.

CAPITAL STOCK, authorized and issued, $150,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $75,000; dated Jan. 1, 1900, due 1920; denom. $1,000.

OPERATION.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$20,117	$22,977	$27,207	$54,772	$61,091
Operating expenses	17,375	21,045	21,993	37,172	45,858
Earnings from operat'n.	2,743	1,932	5,214	17,600	15,233
Deduct's from earnings.					
Interest	1,983	2,147	2,235	2,920	4,589
Taxes	626	677	793	1,041	2,379
Other deductions		1,239	1,518	1,578	1,481
Net income	134	*2,131	668	12,061	6,783
Dividends				4,500	9,000
To surplus account				7,561	
Credits to profit & loss				2,000	*2,217
Total surplus account	2,469	*4,919	*4,251	5,310	3,094

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
General expenses	$ 1,654	$ 1,874	$ 2,327	$ 2,995	$ 5,229
Transportation expenses	14,184	16,585	15,813	25,581	31,008
Maint'ce of way & bldgs.	990	1,337	1,527	3,138	2,861
" " equip't.	546	1,249	2,326	5,458	6,761
Total	$17,375	$21,045	$21,993	$37,172	$45,858

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	1901.
Passengers carried	416,481	485,636	563,563	1,088,543	1,200,340
Car miles run	113,888	257,497	217,523	366,408	393,279
Gross recpts. p. car mile	$.177	$.089	$.125	$.149	$.155
Oper. exp. p. car mile	.153	.081	.101	.101	.116

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$52,614	$71,271	$74,005	$137,970	$139,710
" equipment	15,222	19,389	27,921	55,396	58,529
Other permanent invest.	30,773	24,618	27,543	47,086	51,343
Cash and current assets.	483	866	64,710	5,678	809
Other assets	50		882	1,322	2,203
Profit and loss (deficit)		4,919	4,251		
Total	$99,142	$121,063	$199,312	$247,452	$252,594
LIABILITIES.					
Capital stock	$50,000	$75,000	$150,000	$150,000	$150,000
Funded debt		35,000	35,000	75,000	75,000
Floating debt	46,673	11,063	14,312	17,142	24,500
Profit and loss (surplus)	2,469			5,310	3,094
Total	$99,142	$121,063	$199,312	$247,452	$252,594

PLANT AND EQUIPMENT.—Miles of track (electric), 11.5; gauge, 4 ft. 8½ in.; 54 lb. and 60 lb. T rail; 25 motor cars; Woodbury engines, West. dynamos and motors, Jones and Stephenson cars.

OFFICERS.—Pres. & Gen. Man. Jas. H. Bryan, Sec. & Treas. Chas. J. Little, Elecn. Geo. M. Church.

DIRECTORS.—R. B. Crane, Henry W. Ely, Jas. H. Bryan, Henry M. Van Dusen, Charles J. Little, L. S. Stowe, R. D. Gillett, J. A. Crane.

Date of information, Mar., 1902. b x

WESTFIELD, N. Y.

Population in 1890, 1,983, in 1900, 2,430.

Westfield, Mayville & Chautauqua Motor Railroad Co.—Chartered Apr. 5, 1897, annual meeting July 19, each year. This company was organized to construct an electric railway connecting Westfield, Mayville and Chautauqua Lake points, and is now grading the road.

PLANT AND EQUIPMENT.—Miles of track (electric), 15.

OFFICERS.—Pres. Wm. L. Minton, V. Pres. A. B. Culver, Treas. C. C. Minton.

DIRECTORS.—W. L. Minton, A. B. Culver, J. V. Minton, A. E. Pierce, H. W. Gibbs, Westfield, N. Y.; J. C. Minton, Burlington, Iowa; Waldo L. Minton, Albany, N. Y.; H. S. Minton, Buffalo, N. Y.; C. P. Cipperly, C. C. Minton, Mayville, N. Y.

GENERAL OFFICE, Westfield, N. Y.

Date of information, Mar., 1902. z

WESTPORT, CONN.

Population in 1880, 3,477, in 1890, 3,715, in 1900, 4,017.

Westport & Saugatuck Street Railway Co.—Chartered Mar. 7, 1876. Annual meeting, first Tuesday in Mar. The capital stock of this company is now controlled by the Connecticut Railway & Lighting Co., of Bridgeport, Conn.

The bonds of this company have been called for redemption, and the first and refunding mortgage bonds of the Connecticut Ry. & Lighting Co. are a first mortgage on the company's properties.

CAPITAL STOCK, authorized, $100,000, issued, $40,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized, $26,000, issued, $9,800; due 1916; int. payable Feb. and Aug.

OPERATION.—

	Year ending Sept. 30, 1897.	9 mos. ending June 30, 1898.	Year ending June 30, 1899.	Year ending June 30, 1900.	6 mos. ending Dec. 31, 1900.
Total receipts	$7,716	$4,041	$6,368	$8,934	$6,315
Operating expenses	7,858	7,113	6,309	5,731	5,671
Earnings from operation	*141	*3,072	59	3,203	644
Deduc. from earnings.					
Taxes	452	460	510	541	272
Interest	1,109	873	1,596	1,348	253
Net incom	*1,702	*4,405	*2,047	1,314	119

*Deficit.

STATISTICS OF TRAFFIC.

	Year ending June 30, 1899.	Year ending June 30, 1900.	6 mos. ending Dec. 31, 1900.
Passengers carried	125,214	108,028	87,039
Car miles run	58,757	52,732	36.042
Total receipts per car mile	$.108	$.169	$.175
Operating expenses per car mile	.107	.108	.157

BALANCE SHEET.—Dated

ASSETS.	Sept. 30, 1897.	June 30, 1898.	June 30, 1899.	June 30, 1900.	Dec. 31, 1900.
Construction account	$65,562	$68,433	$68,433	$68,699	$79,241
Equipment account	11,922	9,522	9,522	9,522	
Franchise					2,184
Treasury bonds					800
Cash on hand	5	42	32	846	1,296
Material on hand	2,542	2,542	2,542		48
Accounts receivable	130	130	130	144	66
Other assets	690	690	690	2,984	5
Profit and loss (deficit)	3,126	7,033	10,414	9,544	9,428
Total	$83,976	$88,392	$91,763	$91,739	$93,068
LIABILITIES.					
Capital stock	$40,000	$40,000	$40,000	$40,000	$40,000
Funded debt	8,800	9,800	9,800	9,800	9,800
Unfunded debt	30,541	32,545	41,090	34,532	34,532
Accounts payable	4,635	6,047	873	6,797	8,395
Accrued liabilities				610	340
Total	$83,976	$88,392	$91,763	$91,739	$93,068

PLANT AND EQUIPMENT.—Miles of track (electric), 5.5; gauge, 4 ft. 8½ in.; 60 lb. T rail; 6 motor cars; West. engines, Gen. Elec. dynamos and motors, Brill and Stephenson cars.

OFFICERS.—See Connecticut Ry. & Lighting Co., Bridgeport, Conn.

GENERAL OFFICE, Westport, Conn.

Date of information, Dec., 1901. b

Please note date of information at end of each report.

WEST SUPERIOR, WIS.

Population in 1890, 11,983.

Superior Rapid Transit Railway Co.—Chartered Aug. 1, 1892. On Jan. 28, 1896, this property was placed in the hands of receivers, and on Aug. 12, 1900, the company was consolidated into the Duluth-Superior Traction Co., of Duluth, Minn.

Date of information, Feb., 1901. d x

WESTWOOD, MASS.

Population in 1890 (part of Dedham), in 1900, 1,112.

Medfield & Medway Street Railway Co.—Chartered Oct. 21, 1899. Commenced operation of electric railway in Medfield, Millis, Medway and Franklin on Feb. 26, 1900.

CAPITAL STOCK, authorized and issued, $100,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $100,000; dated July 1, 1900, due 1920; denom. $1,000; int. payable Jan. and July.

OPERATION.—	Period from Feb. 26 to Sept. 30, 1900.	Year ending Sept. 30, 1901.
Gross receipts	$13,524	$23,735
Operating expenses	8,833	19,442
Earnings from operation	4,691	4,293
Deductions from earnings.		
Interest	833	6,568
Taxes		221
Net income	3,858	*2,591

*Deficit.

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$208,684	$212,559
" equipment	15,573	21,298
Other permanent invests	1,292	1,292
Cash	7,544	
Other assets		3,949
Total	$233,093	$239,098
LIABILITIES.		
Capital stock	$100,000	$100,000
Funded debt	100,000	100,000
Accounts payable	27,985	36,773
Other liabilities	1,250	1,250
Profit and loss (surplus)	3,858	1,076
Total	$233,093	$239,098

PLANT AND EQUIPMENT.—Miles of track (electric), 11.25; gauge, 4 ft. 8½ in.; 60 lb. rail; 10 motor cars, 2 snow plows; Gen. Elec. generators and motors.

OFFICERS.—Pres. John F. Merrill, Sec. James A. Fitton, Treas Frederick S. Gore. Supt. Ezra E. Savage, Westwood.

DIRECTORS.—John F. Merrill, John R. Graham, Quincy; James A. Fitton, George W. Whitney, Dorchester; Frederick S. Gore, 54 Kilby St., Boston; Rufus G. Fairbanks, West Medway; Henry J. Dunn, Medfield.

GENERAL OFFICE, Westwood, Mass.

Date of information, Dec., 1901. b

WHEELING, W. VA.

Population in 1880, 30,737, in 1890, 34,552, in 1900, 38,878.

Wheeling Traction Co.—Incorporated Oct., 1900. This company is a consolidation on Jan. 1, 1901, of the Wheeling Ry. Co., the Bellaire, Bridgeport & Martin's Ferry Street Ry. Co. and the Moundsville, Benwood & Wheeling Ry. Co. This company owns a controlling interest in and operates the Citizens' Street Ry. Co. under a 99 year lease from Aug. 10, 1892, at an annual rental of $6,000.

CAPITAL STOCK, authorized, $2,000,000, issued, $1,825,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 6 p. c. gold bonds, authorized, $2,500,000, issued, $1,324,000; dated Jan. 1, 1901, due 1931; denom. $500 and $1,000; coupon, but may be registered; subject to call on 30 days notice at 105; int. payable Jan. and July, at office of Western Reserve Trust Co., of Cleveland, trustee of mortgage.

PRIOR LIENS.

Wheeling Ry. Co's first mortgage 6 p. c. gold coupon bonds, authorized and issued, $500,000 Sept. 1, 1892, due 1922; denom. $1,000; int. payable Mar. and Sept., at office of Central Trust Co. of New York, trustee of mortgage.

Bellaire, Bridgeport & Martin's Ferry St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $250,000; dated Oct. 1, 1893, due 1913, but subject to call on and after Oct. 1, 1908; coupon, but may be registered; denom. $1,000; int. payable Apr. and Oct., at office of Farmers' Loan & Trust Co., of New York, trustee of mortgage. These bonds are guaranteed, principal and interest, by the Wheeling Ry. Co., of Wheeling, W. Va.

NOTE.—$3,000 per annum must be passed to a sinking fund in 1900 and thereafter.

Moundsville, Benwood & Wheeling Ry. Co's first mortgage 6 p. c. gold coupon bonds, authorized, $100,000; dated Oct. 1, 1897, due 1917; denom. $500; int. payable April and Oct., at office of Germania Half Dollar Savings Bank, of Wheeling, W. Va., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 38.5; gauge 5 ft. 2½ in.; 76 lb. and 85 lb. girder rail; 80 motor cars; 2,450 H. P. station plant; Cooper, Corliss, Buckeye, and Ball engines, West and Gen. Elec. dynamos and motors, Brill, Barney & Smith and St. Louis cars, Brill trucks.

OFFICERS.—Pres. T. H. Conderman, 1st V. Pres. B. W. Peterson, 2d V. Pres. J. J. Halloway, Sec. & Treas. W. A. Shirley, Gen. Supt. S. Kirker.

REFERENCE.—Description of road, Vol. X, Apr., '94, p. 219 (ill.).

Date of information, Mar., 1901. z

Moundsville, Benwood & Wheeling Railway Co.—Chartered May 27, 1895, in perpetuity. On Jan. 1, 1901, this company was consolidated into the Wheeling Traction Co.

Date of information, Mar., 1901. z

Wheeling & Elm Grove Railroad.—Chartered Apr. 3, 1874. Annual meeting second Thursday in Jan. This road has been changed from a steam road to a double-track electric railway from Wheeling to Elm Grove. In Mar., 1901, this company consolidated the Wheeling Suburban R. R. Co., the Suburban Light, Heat & Power Co., and the Wheeling Park Association under its own name.

CAPITAL STOCK.—Common stock, authorized, $150,000, issued, $67,800; preferred stock, authorized, $200,000, issued, $160,200; par values, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $225,000; dated Mar. 1, 1898, due 1928; denom. $500; int. payable at office of Bank of Wheeling; George Hook, trustee.

NOTE.—In 1901 a meeting of stockholders was called for Mar. 13 to authorize the issue of a new mortgage for $1,250,000, to be dated Apr. 1, 1901.

OPERATION.—Year ending Dec. 31, 1900.

Receipts from passengers	$82,602
" " other sources	4,968
" total	87,570
Operating expenses and taxes	49,901
Earnings from operation	37,669
Deductions from earnings	18,159
Interest	14,843
Net income	4,667
Dividends	8,010
To surplus account	*3,343

*Deficit.

BALANCE SHEET.—Dated Dec. 31, 1900.

Assets.		Liabilities.	
Cost of road	$335,285	Capital stock	$228,000
" equipment	129,965	Funded debt	225,000
Other permanent invest.	45,765		8,422
Cash	3,623	Accrued interest	62,500
Accounts receivable	250		
Other assets	5,691		
Profit and loss (deficit)	3,343		
Total	$523 922	Total	$523,922

PLANT AND EQUIPMENT.—Miles of track (electric), 31; gauge, 4 ft. 8½ in.; 60 lb. T rail; 1 horse, 30 motor cars, 2 freight cars and 1 baggage car.

OFFICERS.—Pres. P. O. Reymann, Sec. & Treas. Wm. Carle, Gen. Man. Pur. Agt. Ch. Engr. & Elecn. W. S. Wright, Mast. Mech. Jacob R. Burkley.

GENERAL OFFICE, 16th St., Wheeling, W. Va.

Date of information, Dec., 1901. d

Wheeling Suburban Railroad Co.—Chartered in 1897, to build an electric railway from Elm Grove to Triadelphia. In Mar., 1901, this company was consolidated with the Wheeling & Elm Grove R. R. Co.

FUNDED DEBT.—First mortgage bonds, issued, $20,000 (guaranteed by the Wheeling & Elm Grove R. R. Co.).

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft. 8½ in.; 1 motor car.

OFFICERS.—Pres. A. Reymann, Sec. Paul O. Rayman, Gen. Man. H. E. Weisgerber.

GENERAL OFFICE, Wheeling, W. Va.

Date of information, Mar., 1901. z

Wheeling & Wellsburg Railway Co.—This company has secured franchises to build an electric railway from Wheeling to

Lazearville, a distance of six miles; construction work, it is reported has been commenced.

OFFICERS.—Pres. H. Hazlett, V. Pres. J. G. Welty, Sec. & Treas. John Arbenz.

GENERAL OFFICE, 1120 Market St., Wheeling, W. Va.

Date of information, Dec., 1901. d

Pan Handle Traction Co.—This company is building 16.5 miles of electric road which it expects to have completed about May 1, 1902.

CAPITAL STOCK, authorized and issued, $250,000.

OFFICERS.—Pres. Howard Hazlett, Sec. & Treas. H. Clark Hazlett, Ch. Engr. Robert Hazlett.

DIRECTORS.—Henry M. Russell, John M. Brown Lawrence E. Sands, Edward Hazlett, Howard Hazlett, Wheeling, W. Va.

Date of information, Mar., 1902. z

WHITEHALL, N. Y.

Population in 1900, 4,465.

Whitehall & Granville Railway Co.—Chartered Sept. 11, 1900, for 99 years. Annual meeting second Wednesday in Sept. This road is now under construction. Contract for building and equipping the road has been let to the Dispatch Construction Co., for the stock and bonds, leaving sufficient in treasury for rights of way and organization expenses.

Cost of road to June 30, 1901, $24,831.

CAPITAL STOCK, authorized, $400,000, issued, $27,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. 30 year gold bonds, authorized, $400,000; none issued.

PLANT AND EQUIPMENT.—Miles of track, 22.

OFFICERS.—Pres. E. J. Gray, Whitehall, N. Y.; V. Pres. E. R. Norton, Granville, N. Y.; Sec. C. I. Baker, Troy, N. Y.; Treas. D. D. Woodard, Granville, N. Y.; Man. C. B. Story.

DIRECTORS.—Emmett J. Gray, Thos. A. Lillie, James H. Burdette, C. W. Harding and John O'Neil, Whitehall, N. Y.; Chas. B. Story, Hoosick Falls, N. Y.; Chas. I. Baker, Troy, N. Y.; Daniel D. Woodard, John Gilroy, Silas E. Evarts, Eugene R. Norton, F. T. Pember and Wm. H. Hughes, Granville, N. Y.

Date of information, Mar., 1902. z

WHITE PLAINS, N. Y.

Population in 1880, 2,381, in 1890, 4,042, in 1900, 7,899.

Tarrytown, White Plains & Mamaroneck Railway Co.—This company is the successor, in 1898, to the New York, Elmsford & White Plains Ry. Co. In June, 1900, this property was sold by the Union Railway Company, who owned the capital stock, to the Third Avenue R. R. Co. of New York City. Annual meeting, third Wednesday in Aug. This road is now leased to the Metropolitan Street Ry. Co.

CAPITAL STOCK, authorized and issued, $300,000; par value, $25 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $300,000; dated Mar. 1, 1898, due 1928; int. payable Mar. and Sept., at office of Knickerbocker Trust Co., of New York, trustee of mortgage.

The principal and interest of these bonds are guaranteed by endorsement, by the Union Ry. Co.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$15,314	$18,274	$39,172	$49,700	$62,261
Operating expenses	18,764	21,277	34,421	36,972	56,284
Earnings from operation			4,751	12,728	5,977
Deductions from earnings.					
Interest			5,848	15,000	1,5000
Taxes			1,048	1,794	1,949
Net income	*3,449	*3,003	*2,145	*4,066	*10,972
Total surplus			7,296	3,230	*7,743

* Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Revenue passengers carried	363,557	777,023	977,870	1,155,021
Transfer " "		26,292	46,547	44,204
Car miles run	141,000	343,921	483,309	690,772
Total receipts per car mile	$.129	$.113	$.100	$.09
Operating expenses per car mile	.151	.100	.076	.081

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road	$126,761	$194,115	$556,952	$602,714	$795,029
" equipment	16,214	54,383	93,662	110,180	
Cash	229	261	4,628	3,552	3,619
Material and supplies		2,783	351	772	2,714
Other assets		5,173	5,362	6,490	7,210
Profit and loss (deficit)	12,500	15,576			7,743
Total	$155,704	$272,291	$660,955	$723,708	$816,315

LIABILITIES.	1897.	1898.	1899.	1900.	1901.
Capital stock	$ 60,000	$225,000	$300,000	$300,000	$300,000
Funded debt	60,000		300,000	300,000	300,000
Accrued interest			5,000	5,000	5,000
Loans and bills payable	33,068	45,808	37,564	115,478	
Accounts payable	2,636	1,483	11,095	3,230	5,271
Other companies					204,184
Other liabilities					1,860
Profit and loss (sur.)			7,296		
Total	$155,704	$272,291	$660,955	$723,708	$816,315

PLANT AND EQUIPMENT.—Miles of track (electric), 18.2; gauge, 4 ft. 8½ in.; 56 lb. and 76 lb. T and girder rail; 39 motor cars; 2 snow plows; Buckeye engines, Walker dynamos and motors, American cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thomas W. Olcott, Supt. V. A. Krepps, White Plains, N. Y.

DIRECTORS.—Edward A. Maher, Chas. E. Warren, D. B. Hasbrouck, W. F. Ryan, Renne Martin, M. G. Starrett, Oren Root, Jr., New York City; Henry A. Robinson, Yonkers, N. Y.; D. C. Moorehead, Jamaica, N. Y.

GENERAL OFFICE, 204 E. 128th St., New York City.

Date of information, Sept., 1901. b

For map of road see inset between pages 188 and 189.

WICHITA, KAN.

Population in 1880, 4,911; in 1890, 23,853; in 1900, 24,671.

Wichita Railroad & Light Co.—Chartered Apr. 1, 1900. This company is the successor to the Wichita Railway, Light & Power Co., which was chartered July 3, 1897, for 99 years. The new company is now rebuilding and re-equipping the road.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $300,000, issued, $150,000; dated Apr. 1, 1900, due 1920; denom. $1,000; int. payable Apr. and Oct., at office of Portland Trust Co., of Portland, Me., trustee of mortgage.

PLANT AND EQUIPMENT.—Miles of track (electric), 22.43; gauge, 4 ft. 8½ in.; 50 lb. to 70 lb. T and Johnson rail; 26 cars; Russell engines, Gen. Elec. dynamos and motors, Brownell and St. Louis cars.

OFFICERS.—Pres. George F. Duncan, V. Pres. John E. Burnham, Sec. & Treas. Edward Woodman, Gen. Man. S. L. Nelson, Supt. W. R. Morrison.

DIRECTORS.—G. F. Duncan, E. Woodman, J. E. Burnham, P. B. Brown, all of Portland, Me., Wm. B. McKinley, Champaign, Ill.

GENERAL OFFICE, Wichita, Kan.

REFERENCE.—Early electric railway (1887), Vol. XVI, Sept. 1, '00, p. 810 (ill.).

Date of information, Jan., 1902. z

WILKESBARRE, PA.

Population in 1880, 23,339, in 1890, 37,718, in 1900, 51,721.

The population served by the Wilkesbarre & Wyoming Valley Traction system was (Jan. 1, 1900) approximately 200,000.

Wilkesbarre & Wyoming Valley Traction Co.—Chartered Feb. 9, 1891. Annual meeting fourth Monday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

This company controls, leases and operates all the lines in Wilkesbarre and in the Wyoming Valley as follows:

	Capital Stock Issued.	Owned.	Funded Debt.
W'barre & Kingston Pass. Ry. Co.	$100,000	$ 99,700	$ 90,000
W'barre & Suburban St. Ry. Co.	100,000	93,500	40,000
Coalville Pass. Ry. Co.	62,400	33,700	12,000
Plymouth St. Ry. Co.	12,000	12,000	
Pittston Street Car Co.	200,000	200,000	200,000
Pittston, Moosic & Pl. Val. St. Ry. Co.	42,000	42,000	
West Pittston & Wyoming St. Car Co.	30,000	30,000	
Nanticoke St. Ry. Co.	12,000	12,000	
Wilkesbarre & West Side Ry. Co.	100,000	92,450	35,000
Wilkesbarre & East Side Ry. Co.	150,000	150,000	*150,000
Plymouth Bridge Co.	75,000	75,000	150,000

* NOTE.—These bonds are in the hands of the trustee of the collateral mortgage bonds (see below), and no interest is payable thereon as long as the interest is paid regularly on the collateral mortgage bonds.

CAPITAL STOCK, authorized and issued, $5,000,000; par value, $100 per share.

FUNDED DEBT.—$2,496,000 as follows. First mortgage 5 p. c. gold coupon bonds, authorized and issued, $1,500,000; dated Apr. 1, 1891, due, 1921; denom. $1,000; int. payable (free of tax) Apr. and Oct. at Provident Life & Trust Co., of Philadelphia.

5 p. c. collateral trust and mortgage gold bonds, authorized and issued, $319,000; dated Jan. 1, 1895, due 1925; int. payable Jan. and July at Anthracite Savings Bank, of Wilkesbarre, trustee. Amount in sinking fund Jan. 1, 1901, $6,000.

Pittston Street Car Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated Dec. 11, 1893, due Dec. 11, 1918; denom. $1,000; int. payable June and

Dec., at office of Real Estate Trust Co., of Philadelphia, trustee of mortgage. These bonds are guaranteed, principal and interest, by the company. Amount in sinking fund Jan. 1, 1900, $30,000 and interest.

Plymouth Bridge Co.'s first mortgage 5 p. c. gold bonds, authorized and issued, $150,000; dated Oct. 1, 1894; due, 1924, but subject to call in 1904, and thereafter at the rate of $3,000 per annum; int. payable Apr. and Oct., at Anthracite Savings Bank, trustee of mortgage.

Coalville Passenger Ry. Co's 5 p. c. bonds, $12,000.
Wilkesbarre & East Side Ry. Co's 5 p. c. bonds, $50,000.
Wilkesbarre & Suburban Street Ry. Co.'s 5 p. c. bonds, $40,000.
Wilkesbarre & West Side Ry. Co.'s bonds, $35,000.
Wilkesbarre & Kingston Passenger Ry. Co.'s 6 p. c. bonds, $90,000.

NOTE.—The collateral trust and mortgage bonds are secured by the deposit with the trustee of $150,000 stock and $150,000 first mortgage 5 p. c. bonds of the Wilkesbarre & East Side Ry. Co.; $85,000 stock of the Wilkesbarre & Suburban Street Ry. Co. (on which the company guarantees 6 p. c. dividends); $15,000 stock of the Wilkesbarre & West Side Ry. Co,, on which the company guarantees 6 p. c. dividends, and a second mortgage on all the property and franchises of the company.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$603,944
" " other sources	2,282
" total	606,226
Operating expenses	347,210
Earnings from operation	259,016
Deductions from earnings.	
Taxes	23,407
Interest on funded debt	90,850
Rentals	24,033
Other expenses	41,062
Net income	79,664
Dividends	150,000
Surplus	*70,336

* Deficit.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 59,160
Transportation expenses	144,661
Maintenance of way and buildings	105,658
" " equipment	37,731
Total	$347,210

Passengers carried, 12,517,471.

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1897.	Dec. 31, 1898.	Dec. 31, 1899.	June 30, 1901
Construction and equip.	$6,671,941	$6,769,864	$6,989,502	$7,127,393
Stock of other companies				
Personal property	219,325	220,575		
Cash	32,482	41,402	14,549	66,596
Bills receivable				
Indemnity fund		7,230		
Sinking fund	18,000	30,000	33,000	
Supplies	8,535	7,823	6,288	15,777
Open accounts	97,943	37,970	12,988	8,074
Other assets				55,517
Total	$7,048,227	$7,114,864	$7,056,327	$7,273,357
LIABILITIES.				
Capital stock	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Funded debt	1,825,000	1,825,000	1,819,000	1,817,000
Interest on debt, etc.				22,683
Bills payable		65,000	127,219	
Open accounts	102,379	36,647	33,576	245,596
Other liabilities				149,217
Profit and loss (surplus).	120,848	188,217	76,532	38,861
Total	$7,048,227	$7,114,864	$7,056,327	$7,273,357

NOTE.—A dividend of 1 p. c. on capital stock was paid semi-annually in 1896. Dividends of 1 p. c. were paid in Jan., 1897, 1898 and 1899. The balance of net income was transferred to improvement account, having been expended in new equipment and betterments.

PLANT AND EQUIPMENT.—Miles of track (electric), 65; gauge, 4 ft. 8½ in.; 40 lb. to 70 lb. T and girder rail; 150 cars, of which 130 are motor cars and 20 trail cars; 3,350 H. P. station plant; Harrisburg F. & M. Works engines and boilers, Gen. Elec., Short and West. dynamos and motors Brill and St. Louis cars.

OFFICERS.—Pres. Jno. A. Rigg, Reading, Pa.; V. Pres. H. C. Moore, Trenton, N. J.; Sec. & Treas. Wm. S. Bell, Philadelphia, Pa.; Gen. Man. T. A. Wright.

DIRECTORS.—George N. Reichard, W. G. Eno, Wm. J. Harvey, Abram Nesbitt, Benjamin Reynolds, Wilkesbarre, Pa.; T. C. Barr, Orange, N. J.; Jno. A. Rigg, Reading, Pa.; H. C. Moore F. W. Roebling, Trenton, N. J.; E. J. Moore, Robert N. Carson, Philadelphia, Pa.

REFERENCES.—Description of road, Vol. X, Dec., '94, p. 764 (ill.); description of private car, Vol. IX, June, '93, p. 400 (ill.); annual report, Vol. IX, Feb., '93, p. 129; Vol. X, Feb., '94, p. 146.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Aug., 1901. b

Wilkesbarre, Dallas & Harvey's Lake Railway Co.—Chartered Jan. 29, 1896, This company is the successor by purchase, at Trustees' sale, of all property, franchises, &c., of the Wilkesbarre & Northern R. R. Co., which was chartered in 1896 for 999 years. Annual meeting third Tuesday in Jan. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

CAPITAL STOCK, authorized and issued, $200,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold registered bonds, $150,000; dated Sept. 15, 1898, due 1928; denom. $500; int. payable March and Sept., at office of the company; trustee of mortgage, Anthracite Savings Bank, of Wilkesbarre, Pa.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$43,376
" " other sources	167
" total	43,543
Operating expenses	28,777
Earnings from operation	14,766
Deductions from earnings.	
Taxes	1,350
Interest on debt	7,500
Other expenses	91
Net income	5,825
Dividends	8,000
Deficit	*2,175

BALANCE SHEET.—Dated

ASSETS.	Dec. 31, 1899.	June 30, 1901.
Cost of road	$356,476	$369,773
Cash	4,256	3,640
Open accounts	393	
Material and supplies		1,246
Additions and betterments on leased lines		1,071
Total	$361,125	$375,731
LIABILITIES.		
Capital Stock	$200,000	$200,000
Funded debt	150,000	150,000
Accounts payable	1,830	20,089
Accrued interest and taxes	3,378	2,500
Profit and loss (surplus)	5,917	3,142
Total	$361,125	$375,731

PLANT AND EQUIPMENT.—Miles of track (electric) owned, 12; gauge, 4 ft. 8½ in.; 60 lb. T rail; 18 cars, of which 12 are motor cars and 6 are trail cars; West. dynamos and motors, Brill and Jackson & Sharp cars, locomotives handle freight.

OFFICERS.—Pres. John A. Rigg, Reading, Pa.; V. Pres. H. C. Moore, Trenton, N. J.; Sec. & Treas. Wm. S. Bell, Philadelphia, Pa.; Gen. Man. Thomas A. Wright, Supt. Jno. Clifford, Ch. Engr. & Elecn. Jas. Fagan.

DIRECTORS.—R. N. Carson, E. C. Moore, Philadelphia, Pa.; J. A. Rigg, Reading, Pa.; Wm. J. Harvey, Geo. N. Reichard, Wilkesbarre, Pa.; H. C. Moore, Trenton, N. J.; Thomas C. Barr, Orange, N. J.

GENERAL OFFICE, Wilkesbarre, Pa.

Date of information, Aug., 1901. b

WILLIAMSPORT, PA.

Population in 1880, 18,934, in 1890, 27,132, in 1900, 28,757.

Williamsport Passenger Railway Co.—Chartered Apr. 15, 1863.

CAPITAL STOCK, authorized, $600,000, issued, $338,550; par value, $25 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, and issued, $169,000; dated June 1, 1892, due 1922; denom. $500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Rects. from passengers..	$65,117	$66,324	$79,100	$86,602	$92,028
" other sources....	3,029	2,568	2,254	2,128	1,752
" total.....	68,146	69,192	81,354	88,730	93,780
Operating expenses....	54,702	52,629	61,152	63,022	67,345
Earnings from operation	13,444	16,563	20,202	25,708	26,434
Deduc. from earnings.					
Interest.....	9,997	10,578	10,055	10,282	10,800
Taxes.....	1,632	2,290	3,124	3,300	3,480
Net income.....	1,815	3,695	7,023	12,126	12,154

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$460,432	$463,334	$463,166	$471,632	$475,348
" equip.....	71,856	73,159	73,159	74,621	81,696
Other assets.....	39,175	48,592	56,128	65,184	74,241
Cash assets.....	1,676	1,926	1,197	2,899	6,176
Total.....	$573,139	$587,011	$593,650	$614,336	$637,461
LIABILITIES.					
Capital stock.....	$338,550	$338,550	$338,550	$338,550	$338,550
Funded debt.. ...	169,000	169,000	169,000	169,000	169,000
Accrued interest..					652
" taxes....					697
Bills payable.....	12,987	15,887	7,487	7,487	65,733
Other liabilities...	24,603	31,880	39,897	48,544	
Profit & loss (surp.)	27,999	31,694	38,716	50,755	62,829
Total.....	$573,139	$587,011	$593,650	$614,336	$637,461

PLANT AND EQUIPMENT.—Miles of track (electric), 8; gauge, 4 ft. 8½ in.; 60 lb. to 90 lb. girder rail; 16 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Henry W. White, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—E. H. Davis, H. W. White, C. La Rue Munson, Wm. Emery, J. R. T. Davis.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Jan., 1902. z

East End Passenger Railway Co.—Chartered June 11, 1892. Annual meeting second Monday in Jan.

CAPITAL STOCK, authorized, $50,000, issued, $18,000; par value, $50 per share.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized, $50,000, issued, $18,000; dated Dec., 1893, due 1922; denom. $500; int. payable June and Dec., at office of Cochran, Payne & McCormick; trustee of mortgage, J. H. Boyer.

OPERATION.—Year ending June 30.

	1896.	1897.	1898.	1899.	1900.	1901.
Total receipts.....	$4,320	$3,856	$3,773	$3,879	$4,467	$4,192
Operating expenses.....	4,819	4,066	3,904	4,333	4,212	4,195
Deficit from operation.....	499	210	131	454	255	3
Deductions from earnings.						
Interest.....	882	901	1,008	1,080	1,022	1,092
Taxes.....	191	139	196	316	219	312
Total deficit.....	1,573	1,250	1,335	1,850	986	1,407

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$26,016	$26,016	$26,016	$26,016	$26,016
" equipment.....	6,616	6,616	6,616	6,616	6,616
Cash.....	274	318	125	559	230
Profit and loss (deficit)...	10,895	12,229	14,008	15,008	16,710
Total.....	$43,801	$45,179	$46,765	$48,199	$49,572
LIABILITIES.					
Capital stock.....	$18,000	$18,000	$18,000	$18,090	$18,000
Funded debt.....	18,000	18,000	18,000	18,000	18,000
Bills and accts. payable..	7,801	9,149	10,765	12,199	13,572
Total.....	$43,801	$45,179	$46,775	$48,199	$49,572

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5; gauge, 4 ft. 8½ in.; 45 lb. rail; 2 motor cars; West. dynamos and motors, Lamokin cars; rent power.

OFFICERS.—Pres. Jos. W. Cochran, Treas. J. H. Boyer, Sec. & Gen. Supt. E. H. Davis, Elecn. Geo. E. Wendle.

DIRECTORS.—J. H. Boyer, E. H. Davis, J. R. T. Davis, J. W. Cochran, J. F. Starr.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Jan., 1902. z

South Side Passenger Railway Co.—Chartered Mar. 31, 1892.

CAPITAL STOCK, issued, $25,000.

FUNDED DEBT, issued, $25,000.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts.....	$10,426	$9,855	$11,405	$12,669	$13,302
Operating expenses.....	7,787	7,527	8,776	10,185	10,237
Earnings from operation..	2,639	2,328	2,629	2,484	3,065
Deductions from earnings.					
Interest.....	1,500	1,500	1,500	1,500	1,500
Taxes.....	293	529	562	435	564
Net income.....	846	299	567	549	1,001

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road.....	$50,000	$50,000	$50,000	$50,000	$50,040
Cash.....	463	552	1,640	1,876	1,874
Open accounts.....	7,066	6,088	5,089	3,707	5,404
Total.....	$57,529	$56,640	$56,729	$55,583	$57,318
LIABILITIES.					
Capital stock.....	$25,000	$25,000	$25,000	$25,000	$25,000
Funded debt.....	25,000	25,000	25,000	25,000	25,000
Interest accrued.....	625	625	625	625	625
Accounts payable.....	3,773	2,584	2,107	458	1,192
Profit and loss (surplus).	3,131	3,431	3,997	4,500	5,501
Total.....	$57,529	$56,640	$56,729	$55,583	$57,318

PLANT AND EQUIPMENT —Miles of track (electric), 1.8; 2 motor cars.

OFFICERS.—Pres. J. H. Cochran, Sec. & Treas. E. H. Davis.

DIRECTORS.—E. B. Westfall, J. B. Krause, E. R. Payne, H. C. McCormick, all of Williamsport, Pa.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

Date of information, Jan., 1902. z

Vallamont Traction Co.—Chartered May 15, 1894. Annual meeting Jan. 9.

CAPITAL STOCK, authorized, $200,000, issued, $101,700.

FUNDED DEBT.—First mortgage 6 p. c. coupon bonds, authorized and issued, $100,000; dated Aug. 1, 1894, due 1924; denom. $1,000; int. payable Feb. and Aug.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from passengers....	$14,791	$13,181	$14,454	$15,837	$17,536
" other sources.....		420	1,500	2,940	2,700
" total.....	14,791	13,601	15,954	18,777	20,236
Operating expenses.....	10,697	11,388	12,537	11,606	11,527
Earnings from operation	4,094	2,213	3,417	7,171	8,709
Deductions from earnings.					
Interest.....	6,000	6,000	6,000	6,000	6,000
Taxes.....	755	948	913	861	1,032
Net income.....	*2,661	*4,735	*3,496	310	1,676

*Deficit.

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road & equip....	$206,542	$206,268	$206,486	$206,465	$206,648
Cash.....	1,129	1,203	1,715	2,298	3,201
Bills and acc'ts rec'able..	7,550	7,836	7,187	7,356	7,834
Profit and loss (deficit).	6,952	11,686	15,183	15,268	13,692
Total.....	$222,173	$226,993	$230,571	$231,387	$231,376
LIABILITIES.					
Capital stock.....	$101,700	$101,700	$101,700	$101,700	$101,700
Funded debt.....	100,000	100,000	100,000	100,000	100,000
Bills and accts. payable.	17,973	22,793	26,371	27,187	27,025
Accrued interest.....	2,500	2,500	2,500	2,500	2,500
Other liabilities.....					151
Total.....	$222,173	$226,993	$230,571	$231,387	$231,376

PLANT AND EQUIPMENT.—Miles of track (electric), 3.60; gauge, 4 ft. 8½ in.; 65 lb. T and girder rail; 6 motor cars; West. motors, Lamokin cars; rent power.

OFFICERS.—Pres. J. H. Cochran, Sec. Treas. & Gen. Man. E. H. Davis, Elecn. Geo. E. Wendel.

DIRECTORS.—E. B. Westfall, E. R. Payne, J. B. Krause, H. C. McCormick, E. Deemer, J. H. Cochran, all of Williamsport, Pa.

GENERAL OFFICE, West & Willow Sts., Williamsport, Pa.

REFERENCE —Description of park (brief), Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

WILLIAMSVILLE, N. Y.

Buffalo & Williamsville Electric Railway Co.—Chartered Aug. 10, 1891, for 99 years. Annual meeting first Wednesday in Aug.

CAPITAL STOCK, authorized and issued, $75,000; par value, $100 per share.

FUNDED DEBT.—None.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Total receipts	$12,633	$12,161	$11,459	$12,029	$13,919
Operating expenses	7,693	7,702	7,216	7,848	8,556
Earnings from oper.	4,941	4,459	4,243	4,181	5,363
Deductions from earnings.					
Taxes	572	586	503	532	792
Net income	4,369	3,873	3,740	3,649	4,571
Dividends paid			3,000	3,000	3,750
To surplus account			740	649	821
Total surplus account	9,940	13,813	14,553	11,101	11,921
Cr'd to construct'n acct.				4,100	
Per cent oper. exp. to total receipts	60.7	63.3	62.9	64.4	61.6

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.	1901.
Revenue passengers carried	176,788	187,395	213,205
Car miles run	82,350	82,296	90,711
Total receipts per car mile	$.139	$.146	$.153
Operating expenses per car mile	.087	.095	.094

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	1900.	1901.
Cost of road and equip.	$78,915	$78,970	$79,124	$75,023	$75,023
Cash and current assets	6,024	9,843	10,429	11,078	11,898
Total	$84,940	$88.813	$89,553	$86,101	$86,921
LIABILITIES.					
Capital stock	$75,000	$75,000	$75,000	$75,000	$75,000
Profit and loss (surplus)	9,940	13,813	14,553	11,101	11,921
Total	$84,940	$88,813	$89,553	$86,101	$86,921

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 56 lb. and 60 lb. T and girder rail; 5 motor cars; 150 H. P. station plant; Noyes engines, Gen. Elec. dynamos and motors, Laclede cars, McGuire trucks.

OFFICERS.—Pres. George L. Lewis, V. Pres. E. C. Longnecker, Sec. S. Mann, Treas. Gen. Man. & Supt. L. L. Grove, Ch. Engr. & Elecn. Chas. Blocher.

DIRECTORS.—George L. Lewis, E. C. Longnecker, S. Mann, L. L. Lewis, Jr., L. L. Lewis, Drake Perry, Wm. Carroll, John Ollo, James Chalmers, L. L. Grove.

GENERAL OFFICE, Williamsville, N. Y.

REFERENCES.—Description of road, Souv., Oct., '97, p. 591; description of park (brief), Vol. XVII, Feb. 2, '01, p. 188.

Date of information, Jan., 1902. z

WILMINGTON DEL.

Population in 1880, 42,478, in 1890, 61,431, in 1900, 76,508.

Wilmington & Chester Traction Co.—Chartered in Mar., 1898. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia, Pa.

Capital Stock, authorized, $2,000,000; par value, $50 per share.

Funded Debt.—Collateral trust 5 p. c. gold bonds, authorized, $4,000,000, issued, $1,705,000; in escrow (see Note), $1,695,000; in treasury, $600,000; dated Apr. 1898, due 1918; denom. $500 and $1000; int. payable Apr. and Oct.; trustee of mortgage, Provident Life & Trust Co., of Philadelphia.

Note.—Of the collateral trust bonds, $1,705,000 have been issued for the purchase of the capital stock of the Chester Traction Co. and the Wilmington City Ry. Co., $1,695 000 are held in escrow to retire underlying securities and $600,000 are reserved in the treasury for future improvements, extensions, etc.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Sec.& Treas. Wm. Bell.

Date of information, Feb., 1901. x

Wilmington City Railway Co.—Chartered Feb. 4, 1864. This company controls and operates the Front & Union Street Passenger Ry. Co. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, $520,000; par value, $10 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Sept. 1, 1891, due, 1911, but ubject to call on or after Sept. 1, 1901; denom. $500; int. payable Mar. and Sept., at office of Equitable Guarantee & Trust Co., of Wilmington, trustee of mortgage.

Dividends.—5 p. c. per annum, payable Jan. and July.

Plant and Equipment.—Miles of track (electric), 25; gauge, 5 ft. 2 in.; 58 lb. and 90 lb. T and girder rail; 72 motor cars; Gen. Elec. dynamos, West. motors.

Officers.—Pres. John A. Rigg, V. Pres. H. C. Moore, Jr., Sec. & Treas. Thomas S. Bellah, Gen. Man. J. C. Lugar.

Directors.—John A. Rigg, Henry C. Moore, R. M. Carson, C. M. Clark, Preston Lea, W. W. Pusey, Thos. S. Bellah.

General Office, Delaware Ave. and Dupont St., Wilmington, Del.

References.—Description of road, Vol. IX, Feb., '93, p. 69 (ill.); operating detail, Vol. XIII, Feb., '97, p. 98; description of parks (brief), Vol. XIII, Mar., '97, p, 150.

Date of information, Feb., 1901. x

Front & Union Street Passenger Railway Co.—Chartered 1881. The capital stock of this company is now controlled by the United Power & Transportation Co., of Philadelphia.

Capital Stock, authorized and issued, $300,000.

Plant and Equipment.—Miles of track (electric), 6.75; gauge, 5 ft. 2 in.; 32 lb. to 70 lb. T and girder rail.

Officers.—Pres. E. J. Moore, V. Pres. J. M. Colton, Sec. & Treas. T. S. Bellah.

Directors.—E. J. Moore, J. M. Colton, Sam'l C. Biddle, Edw. Bringhurst, Jr., J. P. Pyle, Willard Saulsbury, Alex. J. Hart.

General Office, Front and Union Sts., Wilmington, Del.

Date of information, Feb., 1901. x

Wilmington & New Castle Electric Railway Co.—This company owns a perpetual charter. It commenced operation in Mar., 1897. The company's charter permits it to carry passengers and freight, and it supplies electric light to the city of New Castle, and town of Farnhurst, Del. This company has leased the New Castle & Delaware City Ry. (9 miles), for 99 years, from 1900.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $150,000 (see Note); coupon, but may be registered; dated Aug. 1, 1896, due 1926; denom. $500 and $1,000; int. payable Feb. and Aug., at office of Real Estate Trust Co., of Philadelphia., trustee of mortgage.

Debenture bonds $25,000; dated Aug. 1, 1897, due 1907; int. payable Feb. and Aug.

Note.—The mortgage provides that $2,000 per annum shall be passed to a sinking fund after Aug., 1901.

Dividends.—Feb. 1 and Aug. 1, 1900, 2 p. c. Feb. 1, 1901, 3 p. c.

Plant and Equipment.—Miles of track (electric) owned, 7, leased, 9; gauge, 5 ft. 2½ in.; 58 lb. T and 70 lb. girder rail; 14 motor cars, 2 freight cars, 1 snow plow; Gen. Elec. dynamos and motors.

Officers.—Pres. F. H. Treat, Sec. & Treas. Clarence P. King.

Directors.—F. H. Treat, J. G. Vogler, J. B. Seybert, H. A. Richardson, P. L. Cooper, P. J. Ford, C. P. King.

General Office, Wilmington, Del.

Treasurer's Office, 1310 Real Estate Trust Bldg, Philadelphia, Pa.

Date of information, Feb., 1901. z

New Castle & Delaware City Railway Co.—This company owns a perpetual charter, and has the right to carry passengers and freight. Railway extends from New Castle to Dobbinsville, thence to Delaware City, Del., 9 miles, and is leased to the Wilmington & New Castle Electric Ry. Co., for the term of 99 years.

Capital Stock, authorized and issued, $75,000.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $125,000; dated Mar. 1, 1900, due 1930; denom. $1,000; int. payable Mar. and Sept., at the office of Security Trust & Safe Deposit Co., of Wilmington, Del., trustee of mortgage.

Plant and Equipment.—Miles of track (electric), 9; gauge 5 ft. 2½ in.; 60 lb. T and 76 lb. girder rail.

Officers.—Pres. Harry A. Richardson, Sec. P. L. Cooper, Treas. Peter J. Ford.

Directors.—Harry A. Richardson, Peter L. Cooper, Peter J. Ford, Frederick H. Treat, John G. Vogler, Clarence P. King.

Date of information, Feb., 1901. z

Elmsmere & Wilmington Electric Railway Co.—This road commenced operation Nov. 1, 1897.

Capital Stock, authorized, $300,000, issued, $50,000.

Funded Debt.—None.

Plant and Equipment.—Miles of track (electric), 2; gauge 5 ft. 2 in.; 2 motor cars; rent power.

Officers.—Pres. Daniel W. Taylor, V. Pres. W. W. Pusey, Sec. & Treas. W. J. Ellison.

General Office, Wilmington, Del.

Date of information, Feb., 1900. z

WILMINGTON, N. C.

Population in 1880, 17,350, in 1890, 20,056, in 1900, 20,976.

The Wilmington Street Railway Co.—Chartered Mar., 1887, for 50 years. Road opened July 17, 1888.

CAPITAL STOCK.—Common stock, $100,000; par value, $100 per share; preferred stock, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; dated Jan. 1, 1902, due 1932; int. payable Jan. and July; subject to call at any time.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$42,769	$45,253	$46,108	$50,398	$51,856
Operating expenses	28,695	28,924	32,107	35,552	37,086
Earnings from operation	14,073	16,329	14,001	14,846	14,770

PLANT AND EQUIPMENT.—Miles of track, 6; operated by electricity, 4.5, by steam, 1.5; gauge, 4 ft. 8½ in.; 60 lb. T and girder rail; 13 cars, of which 11 are motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Lewis & Fowler and Jackson & Sharp cars.

OFFICERS.—Pres. Hugh Mac Rae, Sec. & Treas. C. P. Bolles, Gen. Man. A. B. Skelding, Wilmington, N. C.; Cons. Engr. W. W. Randolph, N. Y. City.

REFERENCE.—Description of road, Vol. VIII, July,'92, p. 398 (ill.).

GENERAL OFFICE, Wilmington, N. C.

Date of information, Mar., 1902. z

WINCHESTER, KY.

Population in 1890, 4,519, in 1900, 5,964.

Winchester Railway, Light & Ice Co.—The present street railway system will be rebuilt and equipped electrically.

CAPITAL STOCK, $100,000.

OFFICERS.—Pres. E. S. Jouett, Treas. & Gen. Man. J. M. Pickrell.

Date of information, Mar., 1902. z

WINDSOR, ONT.

Population of Windsor, Sandwich & Amherstburg (local estimates), 15,000.

Sandwich, Windsor & Amherstburg Railway Co.—Chartered 1873; charter amended in 1887 and 1891, and made perpetual. In Aug., 1901, this road, together with the People's Electric light plant, of Windsor, was bought by the Detroit United Railway.

CAPITAL STOCK, authorized, $500,000, issued, $315,000; par value, $100 per share.

FUNDED DEBT, 5 p. c. mortgage bonds, issued $140,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 13; gauge, 4 ft. 8½ in.; 56 lb. girder and T rail; 27 cars, of which 20 are motor cars and 7 trail cars; Brown & Robb engines, West. and Detroit dynamos and motors, Brill, Laclede, Ottawa and St. Louis cars, Brill trucks.

OFFICERS.—Pres. H. A. Everett V. Pres. & Treas. J. C. Hutchins, Sec. J. M. Little, Gen. Man. Jas. Anderson, Elecn. Geo. McLeod, Ch. Engr. R. Shepland.

DIRECTORS.—H. A. Everett, E. W. Madie, J. C. Hutchins, R. B. Van Cortlandt, M. Brennon, Joseph Bampton, C. B. King, Arthur Pack.

GENERAL OFFICE, Windsor, Ont.

Date of information, Jan., 1902. z

WINFIELD, KAN.

Population in 1880, 2,844, in 1890, 5,147, in 1900, 5,554.

Union Street Railway Co.

CAPITAL STOCK, $25.000.

FUNDED DEBT.—None.

PLANT AND EQUIPMENT.—Miles of track (horse), 6; gauge, 4 ft.; 35 lb. T and Johnson rail; 20 horses, 6 horse cars.

OFFICERS.—Owner, S. E. Compton, Supt. John Trezise.

GENERAL OFFICE, 7th Ave. and Main St , Winfield, Kan.

Date of information, Dec., 1901. d

WINNIPEG, MAN.

Population in 1881, 7,985, in 1891, 25,642, in 1900 (local estimates), 52,000.

Winnipeg Electric Street Railway Co.—Chartered and municipal franchises granted 1892, for 35 years. Annual meeting third Tuesday in Jan. The Winnipeg Street Ry. Co., the Manitoba Electric & Gas Light Co., and the North West Electric Co. have been amalgamated with this company.

CAPITAL STOCK, authorized and issued, $1,000,000.

FUNDED DEBT.—First mortgage bonds, authorized and issued, $1,000,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 17; gauge, 11 ft. 8½ in.; 56 lb. T rail; 37 motor cars and 11 trail cars; 1,000 H. P. station plant; Lawrie and Goldie & McCullough engines, Can. Gen. Elec. dynamos, Can. Gen. Elec. and West. motors, Toronto and Patterson & Corbin cars, Brill, Bemis and Fulton trucks.

OFFICERS.—Pres. Wm. MacKenzie, V. Pres. Wm. Whyte, Sec. & Treas. F. M. Morse, Supt. W. Phillips, Gen. Man. H. Cameron, Supt. Pur. Agt. & Elecn. W. Phillips, Ch. Engr. W. Alexander.

GENERAL OFFICE, Portage Ave., Winnipeg, Man.

REFERENCE.—Description of road (brief), Vol. XI, Souv., '95, p. 46.

Date of information, Dec., 1901. d

WINONA, MINN.

Population in 1880, 10,208, in 1890, 18,208, in 1900, 19,714.

Winona Railway & Light Co.—This company, in Apr., 1896, bought the property of the Winona General Electric Co., which was sold to satisfy claims of bondholders.

CAPITAL STOCK, $200,000.

FUNDED DEBT, first mortgage bonds, issued $200,000.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.5; gauge, 4 ft. 8½ in.; 40 lb. T rail; 8 motor cars; Ide and Ball engines, Gen. Elec. dynamos and motors, Northern cars.

OFFICERS.—Pres. Walter Abbott (Boston, Mass.), Sec. & Treas. E. L. Carr (Boston, Mass.), Gen. Man. & Pur. Agt. S. B. Livermore, Supt. J. A. Bradbury.

GENERAL OFFICE, Winona, Minn.

Date of information, Mar., 1902. z

WINSTON-SALEM, N. C.

Population of Winston and Salem in 1880, 4,194, in 1890, 10,729, in 1900, 10,008.

The Fries Manufacturing & Power Co.—This is the successor to the Winston-Salem Ry. & Electric Co., which was chartered Jan. 27, 1891, for 90 years. Annual meeting second Tuesday in Apr. This is a consolidation of the Winston Electric Light & Power Co. and the Winston-Salem Street Ry. Co. The charter conveys exclusive right of operation in Winston and Salem.

CAPITAL STOCK.—Common, authorized, $600,000, issued, $574,600, in treasury, $25,400; preferred, authorized and issued. $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized, $500,000, issued, $450,000; dated Jan. 1, 1900, due 1940; denom., $1,000; int. payable Jan. and July, at office of The North American Trust Co., of New York, trustee of mortgage.

NOTE.—This mortgage covers all the properties owned and controlled by the Fries Mfg. & Power Co., which include power, gas and ice manufacturing plants, and may be called for payment by lot at a price of 110 and accrued interest after ten years.

OPERATION.—Year ending Nov. 30, 1901.

Gross receipts	$87,847
Operating expenses	62,844
Earnings from operation	25,003
Deductions from earnings.	
Interest on bonds	22,500
Net income	2,503
Total surplus account	4,473

BALANCE SHEET.—Dated Nov. 30, 1901.

Assets.		Liabilities.	
Franchises	$ 50,000	Preferred capital stock	$100,000
Real estate & watr. rights	21,519	Funded debt	450,000
Yadkin River power plant	236,454	Bills payable	43,500
Railway and elec. plant equipment	265,385	Accounts payable	15,422
		Interest on bonds	11,250
Ice plant	39,283	Contingent fund	7,435
Accounts receivable	11,902	Profit and loss (surplus)	4,473
Material and supplies	6,206		
Cash	1,330		
Total	$632,079	Total	$632,079

PLANT AND EQUIPMENT.—Miles of track (electric), 9.38; gauge, 4 ft. 8½ in.; 70 lb. Johnson girder rail; 19 motor cars and 2 trail cars; Ball engines, Gen. Elec. dynamos and motors, Brill cars.

OFFICERS.—Pres. & Pur. Agt. H. E. Fries, V. Pres. Wm. A. Blair and H. W. Fries, Sec. & Treas. B. J. Pfohl, Gen. Man. Supt. & Ch. Engr. J. Sigg.

DIRECTORS.—H. E. Fries, H. W. Fries, C. B. Watson, J. W. Hanes, W. A. Lemly, F. H. Fries, M. D. Barr, J. W. Fries, J. A. Vance, Clement Manby, J. C. Bessent. W. A. Whitaker, W. A. Blair, Joseph Jacobs, N. S. Wilson, E. E. Gray, W. M Nissen. F. C. Brown, R. B. Haines, Jr.

GENERAL OFFICE, Winston-Salem, N. C.

REFERENCE.—Description of park, XVII, Apr. 6, '01, p. 434.

Date of information, Jan., 1902. z

Please note date of information at end of each report.

WOODBRIDGE, N. J.

Population in 1880, 4,099, in 1890, 4,665, in 1900, 7,631.

Woodbridge & Sewaren Electric Street Railway Co.—This road is a part of the system of the Elizabeth, Plainfield & Central Jersey Ry. Co.'s system.

CAPITAL STOCK, issued, $50,000, paid in, $10,000.

FLOATING DEBT, $43,628.

OPERATION.—Year ending Dec. 31,

	1897.	1898.	1899.	1900.
Gross receipts	$5,974	$6,203	$6,791	$11,314
Operating expenses	7,146	4,933	7,546	9,735
Earnings from operation	*1,172	1,270	*755	1,579

*Deficit.

PLANT AND EQUIPMENT.—Miles of track (electric), 4.7.

Date of information, Jan., 1902. z

WOODSTOCK. ONT.

Population, 1900, Woodstock, 11,500; Ingersoll, 6,500.

Woodstock, Thames Valley & Ingersoll Electric Railway Co.—Municipal franchise granted in July, 1900, for 50 years. This road commenced operation June 22, 1901.

CAPITAL STOCK.—Common stock, authorized, $300,000, issued, $100,000; preferred stock, authorized and issued, $100,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds authorized, $200,000, issued, $140,000; dated May 1, 1900, due May 1, 1940; denom. $100 and $500; int. payable May and Nov., at office of the Harrisburg Trust Co., of Harrisburg, Pa., trustee of mortgage.

OPERATION.—6 months ending Dec. 31, 1901.

Total receipts	$10,139
Operating expenses	3,925
Earnings from operation	6,214
Deductions from earnings.	
Interest on bonds	3,000
Net income	3 214
Dividends	2,500
Surplus	714
Per cent operating expenses to total receipts	38.7

STATISTICS OF TRAFFIC.

6 months ending June 30, 1901.

Car miles run	58,043
Total receipts per car mile	$.174
Operating expenses per car mile	.068

PLANT AND EQUIPMENT.—Miles of track, constructed, 12, under construction, 2, total, 14; gauge, 4 ft. 8½ in.; 56 lb. and 65 lb. T rail; 5 motor cars; 150 H. P. station plant, Leonard engines, Thresher Elec. Co. generators, Gen. Elec. motors, Jackson & Sharp cars.

OFFICERS.—Pres. J. G. Wallace, Sec. & Treas. J. H. Armstrong.

DIRECTORS.—J. G. Wallace, W. H. Armstrong, E. W. Nesbitt, F. R. Ball, D. W. Karn.

GENERAL OFFICE, 365 Dundas St., Woodstock, Ont.

Date of information, Jan., 1902. z

WOONSOCKET, R. I.

Population in 1880, 16,050, in 1890, 20,830., in 1900, 28,204.

Woonsocket Street Railway Co.—Chartered June 4, 1886.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; outstanding, $185,000; due July 1, 1913; denom. $1,000; sinking fund, $5,000 per year since 1898.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Gross receipts	$51,305	$55,547	$57,882	$81,382	$97,692
Operating expenses	42,759	42,539	44,317	56,757	66,115
Earnings from operation.	8,546	13,008	13,365	24,625	31,577
Deduct's from earnings.					
Interest	15,038	16,042	17,492	18,483	21,456
Taxes	2,246	2,360	2,323	2,866	3,175
Other expenses	138	67	2,543		
Net income	*8,875	*5,461	*8,993	3,276	6,947
Total deficit	41,211	46,672	55,598	60,118	53,172

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$ 9,367
Transportation expenses	45,893
Maintenance of way and buildings	4,431
" " equipment	6,424
Total	$66,115

STATISTICS OF TRAFFIC.

Passengers carried	1,940,760
Car miles run	373,395
Total receipts per car mile	$.262
Operating expenses per car mile	.177

BALANCE SHEET.—Dated June 30,

ASSETS.	1897.	1898.	1899.	Sept. 30, 1900.	Sept. 30, 1901.
Cost of road	$326,657	$345,445	$345,895	$352,444	$375,886
" equipment.	71,244	81,830	84,131	96,542	102,342
Other assets	10,963	11,747	12,180	6,249	20,082
Profit & loss (def.).	41,211	46,672	55,598	60,118	53.172
Total	$450,075	$485,694	$497,804	$515,353	$551,482
LIABILITIES.					
Capital stock	$140,000	$140,000	$140,000	$140,000	$300,000
Funded debt	200,000	200,000	195,000	190,000	185,000
Floating debt	110,075	145,694	162,804	185,353	66,481
Total	$450,075	$485,694	$497,804	$515,353	$551,482

PLANT AND EQUIPMENT.—Miles of track (electric), 20.92; gauge, 4 ft. 8½ in.; 35 lb. and 50 lb. T rail; 26 motor cars and 7 trail cars; Gen. Elec. dynamos and motors.

OFFICERS.—Pres. & Gen. Man. Edgar K. Ray, Sec. Willard Kent, Treas. Walter Whittlesey, Supt. H. M. Young.

DIRECTORS —Edwd. H. Rathbun, Franklin, Mass.; Thos. Martin, Walter Whittlesey, Chelsea, Mass.; H. L. Whittlesey, Boston, Mass.; Edgar K. Ray, Willard Kent, Woonsocket, R. I.

GENERAL OFFICE, 6 So. Main St., Woonsocket, R. I.

Date of information, Dec., 1901. b

WORCESTER, MASS.

Population in 1880, 58,291, in 1890, 84,655, in 1900, 118,421.

Worcester Railways & Investment Co.—This company was organized in 1901, to control the street railways centering in Worcester. It succeeds the Worcester Traction Co., with added roads. The company controls the Worcester Consolidated Street Ry. (which in turn controls the old Consolidated Co.), the Worcester & Suburban Street Ry., the Leominster & Clinton Street Ry., and the Worcester & Marlboro Street Ry., covering about 135 miles of track, together with the Electric Manufacturing Co., which leases its power house to the Worcester Consolidated Street Ry. Co.; also the Quinsigamond Park Co. which company leases to the Worcester Consolidated Co. the right to land its passengers in the park. The stockholders of the Worcester Traction Co. received 2 shares of the stock of this company in exchange for 5 shares of their common stock, and for each 100 shares of their preferred stock 105 shares of this stock, and in addition $3 per share in cash, the latter representing the accrued dividend to Aug. 1, 1901, or for each $100 of preferred stock had the privilege of exchanging for $108 per share in cash. The company is governed by Massachusetts laws, and pays 4½ per cent. on stock and is free from taxes. A dividend of 2¼ p. c. was paid Feb. 1, 1902.

Capital Stock, $6,000,000. In Mar., 1902, the company voted to increase the capital stock to $7,000,000.

Trustees.—Col. A. George Bullock, Hon. Stephen Salisbury, Worcester; T. J. Coolidge, Jr., Samuel Carr, Boston; William A. Read, New York City.

References.—WORCESTER TRACTION CO.—Description of power plant, Vol. IX, July, '93, p. 438, Vol. X, Jan., '94, p. 13 (ill.); financial and annual reports, Vol. IX. Aug., '93, p. 559.

Date of information, Mar., 1902. z

Worcester Consolidated Street Railway Co.—Chartered 1886. This company leases the property of the North End Street Ry. Co., for a term of 99 years from Aug. 1, 1895, at a rental (1901) of $8,000 per annum; also the property of the Worcester & Shrewsbury Street Ry. Co., for 99 years from July 1, 1896. On Mar. 1, 1901, the consolidation of this company with the Worcester & Suburban Street Ry. Co., the Worcester & Marlborough Street Ry. Co., the Worcester & Clinton Street Ry. Co., the Leominster & Clinton Street Ry. Co., the Clinton & Hudson Street Ry. Co. and the Fitchburg & Suburban was put into effect, and the company is now controlled by the Worcester Railways & Investment Co.

Capital Stock.—Mar. 1, 1901, authorized $2,279,400, issued, $2,129,400.

Funded Debt.—Debenture 4½ p. c. gold bonds, $700,000, at 5 p.c. $708,000; coupon, but may be registered; dated Mar. 1, 1900, due 1920; denom. $1,000; int. payable Mar. and Sept., at agency of the company. in New York City.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$501,621	$530,259	$602,618	$702,554	$1,023,083
other sources	7,235	7.614	7,535	7,469	8,152
total	508,856	537,873	610,153	710,023	1,031,235
Operating expenses	380,597	394,253	439,160	522,023	701,061
Earn. from operation.	128,259	143,620	170,993	188,000.	330,174

Please note date of information at end of each report.

Deductions from earn.	1897.	1898.	1899.	1900.	1901.
Interest charges..	34,981	35.374	42,988	53,052	88,403
Taxes.....	19.152	20,305	34.556	37,356	51,966
Rentals.....	12,542	12,750	12,750	12,750	12,750
Other charges....	5,217	3.896	5,448	5,460	
Net income.....	56,367	71,295	75,251	79,382	177,056
Dividends paid.....	56,000	56,000	56,000	56,000	153,000
To surplus account....	367	15,295	19,251	23,382	24,056
Debits to profit & loss.			19,700	23,394	
Total surplus account..	101,490	116,785	116,337	116,325	226,848
P. c. op. expenses to total receipts.....	74.8	73.3	71.9	73.5	68.0

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
General expenses.....	$ 50,730	$ 61,205	$ 67,519	$ 62,031
Main. of way and buildings..	38,662	44,123	60,887	456,848
" " equipment.....	42,689	49,253	59,790	63,765
Transportation expenses.....	262,172	284,579	333,827	118,418
Total.....	$394,253	$439,160	$522,023	$701,061

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	1901.
Passengers carried.....	10 637,221	12,193,002	14,298,120	20,369,513
Car miles run.....	2,121,402	2,356,649	2,653,952	4,629,736
Total recpts. per car mile.	$.253	$.258	$.265	$.223
Op. ex. per car mile.....	.187	.186	.197	.151

Balance Sheet.—Dated Sept. 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road.....	$1,112,917	$1,228,011	$1,278,016	$2,824,391
" equipment.....	266,315	316,401	364,013	1,082,643
Land and buildings.....				853,675
Other perm. investments..				44,234
Cash and current assets ..	31,183	40,376	38,594	189,745
Real estate & other assets.	205 454	205,454	244,712	61,372
Miscellaneous assets.....		22,865	20,002	
Total.....	$1,615,869	$1,813,107	$1,945,337	$5,056,059
LIABILITIES.				
Capital stock	$ 700,000	$ 700,000	$ 700,000	$2,550,000
Funded debt.....	650,000	650,000	700,000	1,405,000
Real estate mortgages....		4,500	4,500	4,500
Accounts payable.....	120,741	320,774	381,710	849,437
Accrued liabilities.....	28 342	21,496	42,802	20,274
Profit and loss (surplus)..	116,786	116,337	116,325	226,848
Total.....	$1,615,869	$1,813,107	$1,945,337	$5,056,059

Plant and Equipment.—Miles of track (electric), 121.6; gauge, 4 ft. 8½ in.; 90 lb. girder rail; 325 motor cars, 13 other cars, 29 snow plows; Lake Erie engines, Gen. Elec. and West. dynamos and motors, Laclede, Jones, Laconia and Stephenson cars.

Officers.—Pres. F. H. Dewey, V. Pres. A. Geo. Bullock, Sec. & Treas. J. W. Lester, Gen. Supt. R. T. Laffin, Div. Supts. Thos. A. Leach (acting), J. B. Gorman, G. H. Burgess, Supt. of Motive Power Wm. Pestell, Ch. Engr. of Power Station W. W. McKee, Elecn. T. S. Adams.

Directors.—A. Geo. Bullock, F. H. Dewey, Samuel E. Winslow, Stephen Salisbury, Philip W. Moen, Worcester; Oliver Ames, A. D. Foster, F. W. Kendrick, Boston; A. G. Bullock, F. R. Hart.

General Office, 15 Market St., Worcester, Mass.

References.—Annual report, Vol. VIII, Jan., '92, p. 23; Vol. X, Dec., '94, p. 814; consolidation plans, Vol. XVI, Mar. 24, '00, p. 303; Dec. 8, '00, p. 1198 (map); extension of plant, Vol. XVI, Sept. 1, '00, p. 815; consolidation, Vol. XVIII, July 20, '01, p. 81.

Date of information, Mar., 1902. z

Worcester & Suburban Street Railway Co.—This is a consolidation, on Feb. 1, 1895, of the Worcester, Leicester & Spencer Street Ry. Co. and the Worcester & Millbury Street Ry. Co. The consolidation of this company with the Worcester Consolidated Street Ry. Co., went into effect Mar. 1, 1901.

Capital Stock, authorized and issued, $542,500; par value, $100 per share.

Funded Debt.—First mortgage 5 p. c. gold bonds, authorized and issued, $200,000; coupon, but may be registered; dated May 1, 1895, due 1915, but redeemable at 104 and interest after May 1, 1900; denom. $500; int. payable May and Nov., at International Trust Co. of Boston, trustee of mortgage.

Operation.—Year ending Sept. 30,

	1897.	1898.	1899.	1900.	Mar. 1, 1901.
Rects. from pass...	$142,749	$152,403	$155,096	$166,552	$62,168
" other sources	2,009	1,964	1,848	2,274	888
" total.....	144,758	154.367	156,944	168,826	63,056
Operat'g expenses..	99,726	104,543	114,004	104,519	41,906
Earn. from opera'n.	45,032	49,824	42,940	64,307	21,150

Deduct. from earns.	1897.	1898.	1899.	1900.	1901.
Interest charges .	14,530	15,099	17,436	24,376	15,626
Taxes.....	10,102	10,147	14,443	14,852	7,140
Other deductions.	2,170	5,025	6,848	10,581	
Net income...	18,230	19,553	4,213	14,498	*1,616
Dividends paid.....	24,413	21,700	10,850		
To surplus account.	*6,183	*2,147	*6,637	14,498	
Total surplus acct..	12,099	9,953	3,316	18,376	
Per cent op. exp. to total receipts.....	68.9	67.7	72.6	61.9	66.5

*Deficit.

OPERATING EXPENSES.

Year ending Sept. 30,	1897.	1898.	1899.	1900.	Mar. 1, 1901.
General expenses.....	$17,934	$ 18,387	$ 15,117	$ 10,820	$ 5,571
Transportation expenses..	57,988	57,052	59,505	60,848	27,849
Main. of road and struct..	10,518	14,543	20,205	17,637	4,122
" " equipment.....	13,286	14,561	19,177	15,214	4,364
Total.....	$99,726	$104,543	$114,004	$104,519	$41,906

STATISTICS OF TRAFFIC.

Year ending Sept. 30,	1898.	1899.	1900.	Mar. 1, 1901.
Passengers carried.....	3,275,611	3,259,470	3,506,601	1,310 492
Car miles run.....	714,529	735,965	698,492	260,766
Total receipts per car mile..	$.216	$.213	$.241	$.241
Oper. expenses per car mile.	.146	.155	.152	.161

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road.....	$398,993	$408,822	$409,453	$ 454,371
" equipment.....	191,201	191,898	206,935	288,489
Other permanent invest.	212,382	218,042	218,045	254,089
Cash and current assets.	19,108	17,317	23,912	22,125
Other assets.....	10,997	38,977	82,681	85,610
Total.....	$832,680	$875,056	$941,026	$1,104,684
LIABILITIES.				
Capital stock.....	$542,500	$542,500	$542,500	$ 542,500
Funded debt.....	186,500	200,000	200,000	200,000
Current liabilities.....	87,643	118,385	187,163	334,869
Int. accr'd & not yet due.	3,937	4,218	8,047	8,939
Profit and loss (surplus).	12,099	9,953	3,316	18,376
Total.....	$832,680	$875,056	$941,026	$1,104,684

Plant and Equipment.—Miles of track (electric), 24.07; gauge, 4 ft. 8½ in.; 48 lb. and 70 lb. T rail; 51 motor cars; Gen. Elec. and West. dynamos and motors.

Officers.—Pres. & Gen. Man. Samuel E. Winslow, V. Pres. Jas. A. Parker, Sec. Andrew J. Peters, Treas. J. W. Lester, Gen. Counsel Ralph A. Stewart, Supt. John B. Gorman.

Directors.—Sam'l E. Winslow, Worcester, Mass.; Isaac L. Prouty, Spencer, Mass.; Robinson. Bentley W. Warren, James A. Parker, Boston, Mass.; H. M. Goddard, Millbury, Mass; F. W. Kendrick, F. R. Hart.

General Office, 8 Portland St., Worcester, Mass.

References.—Description of road, Vol. VII, Sept.,'91, p. 475; Vol. VII, Oct., '91, p. 505 (ill.); annual report, Vol. IX, Dec., '93, p. 842; Vol. X, Dec., '94, p. 814; increase of stock, Vol. IX, Aug., '93, p. 558; annual report, Vol. IX Jan., '93, p. 842.

Date of information, Mar., 1902. z

Worcester & Marlborough Street Railway Co.—This road commenced operation July 1, 1897. The consolidation of this company with the Worcester Consolidated Street Ry. Co., went into effect Mar. 1, 1901.

Capital Stock, authorized. $240.000; issued, $238,900; par value $100 per share.

Funded Debt.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $200,000; dated Oct. 1, 1897, due 1917; denom. $1,000; int. payable Apr. and Oct., at office of American Loan & Trust Co., of Boston Mass., trustee of mortgage.

Operation.—Year ending Sept. 30,

	1898.	1899.	1900.	Mar. 1, 1901.
Receipts from passengers.....	$64,788	$64,128	$64,819	$
" " other sources.....	843	1,060	4,745	
" total.....	65,631	65,188	69,564	23,735
Operating expenses.....	42,776	44,541	41,261	16,809
Earnings from operation.....	22,885	20,647	28,303	6,926
Deductions from earnings.				
Interest.....	10,733	10,568	10,175	4,167
Taxes.....	3,198	3,300	4,507	2,145
Net income.....	8,924	6,779	13,621	615
Dividends paid.....		6,000	5,973	
To surplus account.....		779	7,648	
Total surplus..,.....	23,957	*13,952	21,600	

*$10,895 charged off during 1899 for depreciation.

Please note date of information at end of each report.

OPERATING EXPENSES.

	Year ending Sept. 30, 1898.	1899.	1900.	Mar. 1, 1901.
General expenses	$ 8,252	$ 7,182	$ 6,775	$ 2,627
Maintenance of way and buildings	4,527	6,315	2,607	11,423
" " equipment	3,280	4,759	4,643	1,243
Transportation expenses	26,617	26,285	27,236	1,516
Total	$42,776	$44,541	$41,261	$16,809

STATISTICS OF TRAFFIC.

	Year ending Sept. 30, 1898.	1899.	1900.	Mar. 1, 1901.
Passengers carried	1,229,738	1,205,415	1,297,418	440,494
Car miles run	342,877	319,997	318,215	131,404
Total receipts per car mile	$.191	$.203	$.218	$.181
Op. ex. per car mile	.125	.139	.129	.128

Balance Sheet.—Dated Sept. 30,

ASSETS.	1897.	1898.	1899.	1900.
Cost of road and equipment	$327,643	$325,905	$351,686	$354,658
Land and buildings	5,142	124,359	95,388	95,888
Cash and current assets	6,948	3,559	12,289	11,712
Other assets	1,316	3,096	1,751	1,799
Total	$341,049	$456,919	$461,114	$464,057
LIABILITIES.				
Capital stock	$200,000	$200,000	$238,900	$238,900
Funded debt		200,000	200,000	200,000
Current liabilities	122,372	32,962	5 000	
Accrued liabilities	6,753		3,262	3,557
Profit and loss (surplus)	11,924	23,957	13,952	21,600
Total	$341,049	$456,919	$461,114	$464,057

Plant and Equipment.—Miles of track (electric), 18; gauge 4 ft. 8½ in.; 56 lb. T and 90 lb. girder rail; 20 motor cars; 1,350 H. P. station plant; Green engines, Gen. Elec. dynamos and motors; Newburyport cars, Peckham trucks.

Officers.—Pres. G. Henry Whitcomb, (Worcester); V. Pres. Otis E. Putnam, Sec. Andrew J. Peters, Treas. Justin W. Lester, Audr. Augustus Nickerson, Supt. (acting) Thos. A. Leach, Ch. Engr. E. R. Swift.

Directors.—Otis E. Putnam, G. Henry Whitcomb, George L. Smith, A. J. Peters, B. W. Warren, Jas. A. Parker, F. R. Hart, J. W. Lester.

General Office, Northborough, Mass. Treasurer's office, 53 State St., Boston, Mass.

Reference.—Issue of bonds, Vol. XIV, Feb., '98, p. 84.

Date of information, Mar., 1902. z

Worcester & Clinton Street Railway Co.—This road commenced operation Dec. 1, 1898. The consolidation of this company with the Worcester Consolidated went into effect Mar. 1, 1901.

CAPITAL STOCK, authorized and issued, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $115,000; dated Jan. 1, 1899, due 1919.

OPERATION.—	Period from Dec. 1, 1898, to Sept. 30, 1899.	Year ending Sept. 30, 1900.	Oct. 17, 1901.
Receipts from passengers	$33,295	$46,761	$
" " other sources	2,416	414	
" total	35,711	47,175	1,762
Operating expenses	23,854	36,036	1,493
Earnings from operation	9,857	11,139	269
Deductions from earnings.			
Interest	4,765	8,335	377
Taxes	310	2,954	137
Net income	6,782	*150	*244
To surplus account	6,782	2,882	

* Deficit.

STATISTICS OF TRAFFIC.

Period to Sept. 30,	1899.	1900.	Oct. 17, 1901.
Revenue passengers carried	819,266	1,139,349	36,062
Car miles run	197,705	266,059	13,457
Total receipts per car mile	$.180	$.177	$.131
Operating expenses per car mile	.120	.135	.111

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1899.	1900
Cost of road	$220,326	$227,420
" equipment	33,865	32,877
Other permanent investments	48,246	49,235
Cash and current assets	2,005	4,460
Miscellaneous assets	778	3,312
Total	$305,220	$317,304

LIABILITIES.	1899.	1900.
Capital stock	$150,000	$150,000
Funded debt	115,000	115,000
Current liabilities	32,000	47,984
Accrued interest	1,438	1,438
Profit and loss (surplus)	6,782	2,882
Total	$305,220	$317,304

PLANT AND EQUIPMENT.—Miles of track (electric), 11.6; gauge, 4 ft. 8½ in.; 13 motor cars.

OFFICERS.—Pres. James A. Parker, Sec. Andrew J. Peters, Treas. Justin W. Lester, Supt. Geo. H. Burgess.

DIRECTORS.—Samuel E. Winslow, Worcester, Mass.; Andrew J. Peters, Bentley W. Warren, Francis R. Hart, James A. Parker, I. McDowell Garfield, Frederick W. Kendrick, Boston, Mass.

GENERAL OFFICE, Leominster, Mass.

Date of information, Dec., 1901. b

Worcester & Webster Street Ry. Co.—This company placed its road in operation on Oct. 21, 1899.

CAPITAL STOCK, $150,000.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $150,000; due Dec. 1, 1919.

OPERATION.—	Period Oct. 21, 1899, to Sept. 30, 1900.	Year ending Sept. 30, 1901.
Gross receipts	$51,581	$56,563
Operating expenses	42,076	52,165
Earnings from operation	9,505	4,398
Deductions from earnings.		
Interest	3,759	15,717
Taxes	1,147	2,039
Other deductions		3,000
Net income	4,599	*16,358
Total surplus	4,599	*11,758

* Deficit.

OPERATING EXPENSES.

Year ending Sept. 30, 1901.

General expenses	$10,121
Transportation expenses	28.252
Maintenance of way and buildings	5,705
" " equipment	8,087
Total	$52,165

STATISTICS OF TRAFFIC.

Year ending Sept. 30, 1901.

Passengers carried	930,884
Car miles run	289,597
Total receipts per car mile	$.195
Operating expenses per car mile	.180

BALANCE SHEET.—Dated Sept. 30,

ASSETS.	1900.	1901.
Cost of road	$207,248	$213,118
" equipment	50,262	89,327
Other permanent invests.	131,099	143,794
Cash and current assets	4,991	23,547
Miscellaneous assets	6,316	4,502
Profit and loss (deficit)		11,758
Total	$399,916	$486,046
LIABILITIES.		
Capital stock	$150,000	$150,000
Funded debt	150,000	150,000
Loans and notes payable	89,000	180,564
Accrued liabilities	6,316	5,482
Profit and loss (surplus)	4,599	
Total	$399,916	$486,046

PLANT AND EQUIPMENT—Mile of track (electric), 18; gauge, 4 ft. 8½ in.; 60 lb. T rail, 17 motor cars, 2 555 K. W. West. generators, West. motors, Laconia cars and trucks.

OFFICERS.—Pres. Edgar S. Hill, V. Pres. E. N. Sanderson, Sec. Harry E. Back, Treas. W. A. Bailey, Supt. F. Miller, Ch. Engr. H. W. Culver.

DIRECTORS. —Edgar S. Hill, E. N. Sanderson, W. A. Bailey, Harry E. Back, Edmund L. Parker, Edward D. Robbins, Sidney A. Reeve.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

REFERENCES.—Description of road, Vol. XVI, July 7, '00, pp. 613–617 (ill.); description of park (brief), Vol. XVII, Mar. 2, '01, p. 309.

Date of information, Mar., 1902. b

Please note date of information at end of each report.

Worcester, Rochdale & Charlton Depot Street Railway Co.—This road is under construction.

CAPITAL STOCK, $57,500.

OFFICERS.—Pres. Irvine E. Comins, V. Pres. Wm. N. Howard, Sec. & Treas. Henry N. Levvins.

DIRECTORS.—I. E. Comins, Wm. N. Howard, H. N. Levvins, E. B. Fuller, A. S. Wolfe, E. S. Carleton.

GENERAL OFFICE, 518 Main St., Worcester, Mass.

Date of information, Dec., 1901. b

Hartford & Worcester Street Railway Co.—This company is building an electric railway from Hartford, Conn., to Worcester, Mass., and expects to commence operation in the summer of 1902.

INCORPORATORS.—Chas. H. Wilson. F. C. Hinds, Boston, Mass.; R. A. Stewart, Worcester, Mass.; Thos. C. Perkins, Hartford.

Date of information, Nov., 1901. x

XENIA, O.

Population in 1880, 7,026, in 1890, 7,301, in 1900, 8,696.

The Springfield & Xenia Traction Co.—This company was formerly known as the Little Miami Traction Co. The road is in course of construction.

PLANT AND EQUIPMENT.—Miles of track (electric), 22; 10 cars.

OFFICERS.—Pres. L. J. Wolf, V. Pres. F. T. Pomeroy, Sec. H. C. Lang, Treas. J. R. Nutt, Cleveland, O.

GENERAL OFFICE, Xenia, O.

Date of information, Jan., 1902. z

YARMOUTH, N. S.

Population, in 1894, about 6,500.

Yarmouth Street Railway Co.

CAPITAL STOCK, authorized and issued, $54,500.

PLANT AND EQUIPMENT.—Miles of track (electric), 2; gauge, 4 ft.; 45 lb. T rail; 5 cars, of which 4 are motor cars and 1 trail car; Burrell-Johnson engines, Gen. Elec. dynamos and motors, Patterson & Corbin cars.

OFFICERS.—Pres. R. Caie, V. Pres. John Lovitt, Sec. Treas. & Gen. Man. B. B. Law, Supt. Geo. E. Perry, Ch. Engr. & Elecn. Judson Skinner.

Date of information, Dec., 1901. d

YONKERS, N. Y.

Population in 1880, 18,892, in 1890, 32,033, in 1900, 47,931.

The Yonkers Railroad Co.—Chartered Mar. 30, 1896, as a consolidation of the Yonkers R. R. Co., the North & South Electric Ry. Co. and the Yonkers & Tarrytown Electric R. R. Co. Annual meeting second Monday in Jan. The capital stock of this company is owned by the Union Ry. Co., of New York City, and the road is part of the system of the Third Ave. R.R.Co., which guarantees the principal and interest of the bonds, $1,000,000.

CAPITAL STOCK, authorized and issued, $1,000,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. bonds, authorized and issued, $1,000,000; dated Apr. 1, 1896, due 1946; int. payable Apr. and Oct.

OPERATION.—Year ending June 30,

	1897.	1898.	1899.	1900.	1901.
Receipts from pass.	$104,671	$115,851	$153,560	$176,379	$188,511
" other sources.		416	1,085	1,015	992
" total.	104,671	116,267	154,645	177,394	189,503
Operating expenses	80,365	78,582	109,714	114,956	149,693
Earnings from operation	24,305	37,685	44,931	62,438	39,809
Deduct. from earnings.					
Interest on bonds	30,000	30,000	50,000	50,000	50,000
" " loans		1,405	598	1,335	
Taxes	4,627	4,580	6,621	9,960	10,447
Net income	†10,321	1,700	†12,288	1,143	†20,238
Total deficit	11,485	9,785	28,179	28,171	48,182

† Deficit.

STATISTICS OF TRAFFIC.

Year ending June 30,	1898.	1899.	1900.	1901.
Passengers carried	1,803,740	2,369,239	3,527,578	5,628,489
Transfer pass. car.(estim'd)		700,000	1,402,560	1,860,768
Car miles run	887,120	737,485	1,004,297	1,176,399
Total receipts per car mile.	$.130	$.209	$.176	$.161
Op. expenses per car mile..	.088	.121	.114	.127

BALANCE SHEET.—Dated June 30,

ASSETS.	1898.	1899.	1900.	1901.
Cost of road and equip.	$1,999,011	$2,062,787	$2,100,666	$2,234,480
Current assets	4,875	482	20	249
Cash assets	666	4,578	20,478	10,679
Materials and supplies	656	508	430	3,156
Profit and loss (deficit)	9,785	28,179	28,171	48,184
Total	$2,014,993	$2,096,534	$2,149,765	$2,296,748
LIABILITIES.				
Capital stock	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Funded debt	970,000	1,000,000	1,000,000	1,000,000
Taxes				1,644
Interest on funded and unfunded debt	7,500	12,500	13,125	12,500
Other companies				266,486
Accounts payable, etc.	4,033	84,034	132,147	15,673
Other liabilities	33,460		4,493	444
Total	$2,014,993	$2,096,534	$2,149,765	$2,296,748

PLANT AND EQUIPMENT.—Miles of track (electric), 26.77; gauge, 4 ft. 8½ in.; 65 lb. to 90 lb. T, tram and girder rail; 58 motor cars; Ball & Wood engines, Gen. Elec. dynamos, Gen. Elec. and Steel motors, Stephenson and Brill cars.

OFFICERS.—Pres. Edward A. Maher, Sec. & Treas. Thos. W. Alcott, Supt. W. C. Callaghan.

DIRECTORS.—Edward A. Maher, Chas. E. Warren, D. B. Hasbrouck, Wm. F. Ryan, Oren Root, Jr., Renne Martin, Wm. G. Starrett, New York City; Henry A. Robinson, Yonkers, N. Y.; D. C. Moorehead, Jamaica, N. Y.

GENERAL OFFICE, 204 E. 128th St., N. Y. City, N. Y.

REFERENCES.—Description of road, Vol. VIII, July, '92, p. 391 (ill.); description of boiler room, Vol. VIII, Aug., '92, p. 458 (ill.).

Date of information, Sept., 1901. b

For map of road see inset between pages 188 and 189.

YORK, PA.

Population in 1880, 13,940, in 1890, 20,794, in 1900, 33,708.

York County Traction Co.—Incorporated under New Jersey laws, June 30, 1900, as a consolidation of the York Street Ry., the York & Dover Electric Ry., the York & Dallastown Electric Ry., the York & Manchester Electric Ry., the York & Wrightsville Ry., the York Steam Heating Co. and the York Light, Heat & Power Co., the last named owning the Edison Electric Light Co. and the Westinghouse Electric Light & Power Co., of York. The new company owns and controls all electric railway, light and power properties in the vicinity of York, and lines will be extended to Dover, Dallastown and Wrightsville without delay.

CAPITAL STOCK, authorized and issued, $1,500,000; par value, $100 per share.

FUNDED DEBT.—First consolidated mortgage 5 p. c. gold bonds, authorized, $1,500,000, issued, $1,371,000; held for extensions and improvements, $129,000; dated July 2, 1900, due 1950; denom. $1,000; coupon, but may be registered, subject to call at 110 after July, 1906; sinking fund of 1 p. c. of bonds outstanding begins 1906; int. payable at office of Real Estate Trust Co., of Philadelphia, Pa., trustee of mortgage.

The mortgage is secured by the deposit with trustee of the following securities owned by the company:

	Capital stock.	Par value.	Shares owned.
York Street Ry.	$200,000	$50	3,855
York & Dover Elec. Ry.	50,000	50	1,000
York & Dallastown Elec. Ry.	60,000	50	1,200
York & Manchester Elec. Ry	50,000	50*	240
York & Wrightsville Ry.	75,000	50*	448
York Steam Heating Co.	1,000	10	67
York Light, Heat & Power Co†	350,000	10	33,986

* 10 p. c. paid in.

† This company owns $183,390 of the $183,440 total issue of the stock of the Edison Electric Light Co., of York, and $25,980 of the $26,210 total issue of the stock of the Westinghouse Electric Light & Power Co., of York.

PLANT AND EQUIPMENT.—For present conditions see report of York Street Ry. Co., following.

OFFICERS.—Pres. Wm. H. Lanius, V. Pres. Grier Hersh, Gen. Man. J. F. Dusman.

DIRECTORS.—Wm. H. Lanius, Grier Hersh, W. F. B. Stewart, Geo. S. Billmeyer, Geo. P. Smyser, J. W. Steacy, W. A. Himes.

GENERAL OFFICE, Centre Square, York, Pa.

Date of information, Mar., 1902. x z

York Street Railway Co.—Chartered Feb. 8, 1886. Annual meeting second Monday in Jan. This property is now part of the system of the York County Traction Co.

CAPITAL STOCK, issued, $166,300.

FUNDED DEBT, issued, $150,000.

OPERATION.—Year ending June 30, 1901.

Receipts from passengers	$75,562
" " other sources	688
" total	76,250
Operating expenses	45,232
Earnings from operation	31,018
Deduction from earnings.	
Taxes	2,575
Interest on funded debt	7,500
Rentals	1,314
Other expenses	10,169
Net income	18,460
Dividends	4,989
Surplus	13,471

Passengers carried, year ending June 30, 1901, 1,822,420.

OPERATING EXPENSES.

Year ending June 30, 1901.

General expenses	$ 8,856
Transportation expenses	31,549
Maintenance of way and buildings	3,025
Maintenance of equipment	1,802
Total	$45,232

BALANCE SHEET.—Dated June 30, 1901.

Assets.		Liabilities.	
Cost of road	$191,648	Capital stock	$101,700
Cost of equipment	15,000	Funded debt	100,000
Cash	3,201	Interest due and accrued.	2,500
Open accounts	7,835	Accounts payable	27,025
Profit and loss	13,692	Taxes due and accrued	151
Total	$231,376	Total	$231,376

PLANT AND EQUIPMENT.—Miles of track (electric), in operation, 11; gauge, 4 ft. 8½ in.; 45 lb. to 70 lb. girder and T rail; 1 horse; 51 cars, of which 39 are motor cars and 12 trail cars; Russell-Corliss engines, Gen. Elec. and West. dynamos and motors, Brill, Lamokin and Jackson & Sharp cars, Brill trucks.

OFFICERS.—Pres. J. Henry Cochran, Sec. & Treas. Ernest H. Davis.

DIRECTORS.—E. B. Westfall, Jas. B. Kraus, E. R. Payne, H. C. McCormick, all of Williamsport, Pa.

Date of information, Jan., 1902. z

YOUNGSTOWN, O.

Population in 1880, 15,435, in 1890, 33,220, in 1900, 44,885.

Mahoning Valley Railway Co.—Chartered in 1896 as an actual consolidation of the Youngstown Street Ry. Co. and the Mahoning Valley Electric Ry. Co. This company controls the capital stock of the Mineral Ridge & Niles St. Ry. Co., of Niles, O., and the Trumbull Electric R. R. Co., of Warren, O., and operates under contract the property of the Mahoning Valley Southeastern Ry. Co.

CAPITAL STOCK, $1,500,000.

FUNDED DEBT.—Mahoning Valley Electric Ry. Co.'s first mortgage 5 p. c. gold bonds, authorized, $1,200,000; issued $600,000; dated July 1, 1897, due 1917; denom., $1,000; int. payable Jan. and July at office of Central Trust Co., New York City, trustee of mortgage.

Youngstown St. Ry. Co.'s first mortgage 6 p. c. gold bonds, authorized and issued, $300,000; coupon, but may be registered; dated May 1,1891, due 1911; denom., $1,000; int. payable May and Nov. at office of Central Trust Co., New York City, trustee of mortgage. These bonds may be called at par after May 1, 1901.

PLANT AND EQUIPMENT.—Miles of track (electric), 36; gauge, 4 ft. 8½ in.; 48 lb. to 70 lb. T and girder rail; 42 motor cars; Hamilton-Corliss engines, Gen. Elec. and West. dynamos and motors; B. & S., Pullman, Gilbert and Newcastle cars.

OFFICERS.—Pres. M. A. Verner, Pittsburg; 1st V. Pres. C. F. Clapp, 2d V. Pres. B. F. Miles, Sec. John E. McVey, Treas. Gen. Man. & Pur. Agt. A. A. Anderson, Supt. Ch. Engr. & Elecn. George Beatty.

DIRECTORS.—James Parmelee, G. E. Herrick, J. G. Butler, Jr., W. H. Lawrence, B. F. Miles, C. F. Clapp, R. G. Sykes, A. A. Anderson.

GENERAL OFFICE, West Federal St., Youngstown, O.

REFERENCES.—Description of parks (brief), Vol. XIII, Feb., '97, p. 94; freight and express line, Vol. XIV, Feb., '98, p. 81 (ill.).

Date of information, Dec., 1901. d

Mahoning Valley Southeastern Railway Co.—This road was placed in operation Nov. 10, 1899, being operated under contract by the Mahoning Valley Ry. Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 2.5.

OFFICERS.—Pres. John E. McVey, V. Pres. H. M. Robinson, Sec. C. Y. McVey, Treas. & Gen. Man. A. A. Anderson.

DIRECTORS.—John E. McVey, A. A. Anderson, A. L. Rowland, H. M. Robinson, C. Y. McVey.

GENERAL OFFICE, Youngstown, O.

Date of information, Mar., 1901. z

Youngstown-Sharon Railway & Light Co.—Incorporated under the laws of New Jersey Dec. 5, 1900, as a consolidation of the electric railways and electric lighting and gas plants in Sharon, Pa., and Youngstown, O., and to construct an electric railway connecting the two cities. This company owns and operates the Youngstown & Sharon Street Ry., Valley Street Ry. of Sharon, Pa.; Sharon & Wheatland Street Ry., and is constructing the Sharon & New Castle Street Ry., the total mileage being 40.05 miles.

CAPITAL STOCK, authorized and issued, $2,500,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c gold bonds, authorized, $2,500,000, issued, $2,000,000; dated Jan. 1, 1901, due 1931; denom. $1,000; coupon, but may be registered, subject to call on any interest date at 115; sinking fund, commencing 1906, 1 p. c. annually to 1916, 1½ p. c. annually thereafter; int. payable Jan. and July, at office of New York Security & Trust Co., trustee.

Second mortgage 5 p. c. bonds, authorized and issued, $1,000,000 New York Security & Trust Co., New York, trustee of mortgage.

The following securities were deposited with trustee by the company as security on the mortgage.

	STOCK.	BONDS.
Sharon Gas & Water Co.	$52,500	$50,000
Sharpsville Electric Light Co.	12,000	12,000
Shenango Valley Electric light Co.	10,000	10,000
Youngstown Consolidated Gas & Electric Co.	955,000	545,000
Valley St. Ry. Co., Sharon, Pa.	117,000	94,000
Youngstown & Sharon St. Ry. Co.	600,000	600,000
Sharon & Wheatland St. Ry. Co	50,000	50,000

OFFICERS.—Pres. R. Montgomery, V. Pres. H. W. Whipple, Sec. Leighton Calkins, Treas. Osborn W. Bright.

GENERAL OFFICE, Youngstown, O.

Date of information, Feb., 1902. x z

Youngstown & Sharon Street Railway Co.—This road runs from the center of Youngstown, via Hubbard to Sharon, where connection is made with the Valley St. Ry., of Sharon, Pa. Both of these roads are a part of the system of the Youngstown-Sharon Railway & Light Co., of Youngstown, O. Operation commenced Oct. 28, 1901.

CAPITAL STOCK, authorized and issued, $600,000; par value, $100 per share.

FUNDED DEBT.—First mortgage 5 p. c. gold coupon bonds, authorized and issued, $600,000; dated Dec. 1, 1900, due 1930; denom. $1,000; int. payable June and Dec., at office of New York Security & Trust Co., trustee.

PLANT AND EQUIPMENT.—Miles of track (electric), 15; gauge, 4 ft. 8½ in.; 70 lb. T and 94 lb. girder rail; 20 motor cars.

OFFICERS.—Pres. H. W. Whipple, Sec. M. A. Norris, Treas. O. W. Bright, Gen. Man. Randall Montgomery, Gen. Supt. Godfrey Morgan, Audr. S. C. Rogers.

DIRECTORS.—H. W. Whipple, L. Calkins, I. F. Thompson, New York City; C. B. Wick, M. A. Norris, G. E. Rose, S. D. L. Jackson, Youngstown.

GENERAL OFFICE, Youngstown, O.

REFERENCE.—Description of park (brief, Vol. XVII, Mar. 2, '01, p. 308.

Date of information, Jan., 1902. z

New Castle & Lowell Electric Railway.—This road was put in operation on Feb. 1, and is an extension of the Mahoning Valley Ry.

Date of information, Feb., 1902. x

ZANESVILLE, O.

Population in 1880, 18,113, in 1890, 21,009, in 1900, 23,538.

Zanesville Electric Railway Co.—Chartered Jan., 1899, as the successor to the Zanesville Ry. & Electric Co., which was chartered July 9, 1896, and was sold at receiver's sale.

CAPITAL STOCK, authorized and issued, $300,000.

FUNDED DEBT.—First mortgage 4 p. c. gold coupon bonds, authorized, $300,000, and issued, $250,000; dated Feb. 1, 1899, due 1919; denom. $1,000; int. payable Feb. and Aug., at office of International Trust Co., of Boston, trustee of mortgage.

OPERATION.—Year ending Dec. 31, 1900.

Gross receipts	$50,453
Operating expenses	31,083
Earnings from operation	19,370

Please note date of information at end of each report.

BALANCE SHEET.—Dated Jan. 1, 1901.

Assets.		Liabilities.	
Cost of road and equip.	$567,434	Capital stock.....	$300,000
Cash.....	624	Funded debt.....	300,000
Treasury bonds.....	50,000	Notes payable.....	3,000
		Accounts payable.....	362
		Accured interest.....	4,266
		Profit and loss (surplus)	10,430
Total.....	$618,058	Total.....	$618,058

PLANT AND EQUIPMENT.—Miles of track (electric), 10; gauge, 5 ft. 2½ in.; 50 lb. girder and T rail; 31 cars, of which 20 are motor cars and 11 trail cars; Gen. Elec. dynamos and motors, Lamokin cars.

OFFICERS.—Pres. T. T. Robinson, V. Pres. J. M. Graham, Treas. W. B. Cosgrove, Sec., Gen. Man. & Pur. Agt. W. A. Gibbs, Elecn. A. A. Benn.

DIRECTORS.—T. T. Robinson, J. M. Graham, W. A. Gibbs, W. B. Cosgrove, F. A. Durbin.

REFERENCES.—Description of road, Vol. XIII, Feb., '97, p. 83 (ill) description of parks, Vol. XIII, Feb., '97, p. 94; receivership, Vol XIV, Feb., '98, p. 84 (ad.).

Date of information, Jan., 1902. z

Zanesville, Adamsville & Coshocton Electric Railway Co.—This company was organized to construct an electric railway connecting Zanesville with Adamsville and Coshocton. Construction of the road has not yet been commenced.

OFFICERS.—Pres. J. B. Wilson, V. Pres. E. G. Abbott, Sec. H. E. Bucker, Treas. W. O. Littick.

GENERAL OFFICE, 47 No. 4th St., Zanesville, O.

Date of information, Jan., 1902. z

United States Possessions and Cuba.

CUBA.

HAVANA.

Population in 1902, 235,981.

Havana Electric Railway Co.

PLANT AND EQUIPMENT.—Miles of track (electric), 37; 110 cars.

OFFICERS.—Pres. Edwin Hanson, V. Pres. W. L. Bull, Sec. & Treas. Arnold Marcus, 621 Broadway, New York; Man. & Ch. Engr. Geo. F. Greenwood, Cons. Engr. F. S. Pearson.

POWER STATION, Colon St., Havana.

Date of information, Sept., 1901. d

REGLA (Near Havana).

Population of Regla; in 1902, 12,000; of Guanabacoa, 20,000.

Cuban Electric Co.—This company operates a ferry system which connects Havana with Regla, on the opposite side of the harbor, and connects Regla with Guanabacoa by an electric road, which is built over its own right of way.

CAPITAL STOCK, $1,000,000.

FUNDED DEBT.—Authorized, $300,000, issued, $200,000.

OPERATION.—The fares are at present collected in Spanish silver, and the net earnings amount to about $40,000 per annum (in gold).

PLANT AND EQUIPMENT.—Miles of track (electric), 3.5; 90 lb. rail; double overhead trolley. The company own three ferry boats, and also operates a park at Guanabacoa.

OFFICERS.—Pres. A. F. Gault, Montreal, Can.; Sec. & Treas. Wm. M. Doull, Montreal, Can.

GENERAL OFFICE, Canada Life Bldg., Montreal, Can.

Date of information, Apr., 1902. d z

HAWAII, S. I.

HONOLULU.

Hawaiian Tramways Co., Limited.—Chartered Sept. 30, 1886, for 30 years.

CAPITAL STOCK, £65,000; par value £5 per share.

FUNDED DEBT.—6 p. c. debenture bonds, £30,000.

OPERATION.—Year ending June 30,	1899.	1900.
Total receipts.....	£25,913	£29,360
Operating expenses.....	18,406	18,542
Earnings from operation.....	7,507	10,818
Deductions from earnings.		
Interest on bonds.....	1,800	1,800
Net income.....	5,707	9,018
Dividends paid.....	5 p. c.	6 p. c.
Per cent operating expenses to total receipts.....	71.0	63.2

STATISTICS OF TRAFFIC.

Year ending June 30,	1899.	1900.
Passengers carried.....	2,371,022	2,604,926
Car miles run.....	555,089	613,464
Receipts per car mile.....	10.98 d.	11.23 d.
Operating expenses per car mile.....	7.96 d.	7.26 d.

PLANT AND EQUIPMENT.—Miles of track, 12.5.

OFFICERS.—Sec. F. L. Cark; Man. in Honolulu, W. H. Paeri; Legal Adviser in Honolulu, Hon. Paul Neumann, Auditors, Price, Waterhouse & Co.; Solicitors, Wilson, Bristow & Carpmeal.

DIRECTORS.—Col. C. M. Davidson (Chairman), H. R. Armstrong, Col. C. E. Macdonald, Charles C. Fricker.

OFFICE, 63 Queen Victoria St., London, E. C., England.

Date of information, Aug., 1901. m

PORTO RICO.

MAYAGUEZ.

Sociedad Anonima de Tranvias de Mayaguez.

PLANT AND EQUIPMENT.—Miles of track (horse), 4; 12 cars.

OFFICERS.—Pres. Jose Menendez, V. Pres. Federico Philipi, Sec. Jose L. Montalvo, Treas. Jose L. M. Castro, Man. Rafael Marcuges, Pur. Agt. J. Sixto Drose.

GENERAL OFFICE, Mayaguez.

Date of information, Sept., 1901. d

SAN JUAN.

San Juan Light & Transit Co.—This road has operated only a few months.

PLANT AND EQUIPMENT.—Miles of track (electric), 9.5; 13 cars.

OFFICERS.—Pres. G. H. Walbridge, Sec. H. S. Collette, Treas. R. B. Marchant, 29 Broadway, New York; Gen. Man. A. H. Hayward, San Juan, P. R.

DIRECTORS.—G. H. Walbridge, H. S. Collette, F. H. Reid, S. G. Ancuell, 29 Broadway, New York; F. K. Curtis, 30 Broad St., New York.

GENERAL OFFICE, 29 Broadway, New York.

Date of information, Mar., 1902. z

PHILIPPINE ISLANDS.

ILOILO.

Iloilo Electric Co.—This company was organized to operate an electric railway and an electric lighting plant. The railway property consists of about 9 miles of track, connecting Iloilo, Jaro and Molo, having an aggregate population of about 60,000. The machinery for the lighting plant includes two 100 K. W. General Electric alternators, Harrisburg engines and Stirling boilers.

OFFICER.—Pres. A. Burlingame Johnson, Iloilo, P. I.

Date of information, Mar., 1902. x

MANILA.

Population in 1902, 300,000.

Manila Electric Co.—This company was organized for the purpose of taking over a Spanish charter, which was granted in 1894 for sixty years, and which is protected by the treaty of Paris. The present service consists of a horse car line of about 8 miles and a steam line of about 6 miles. The system is to be immediately equipped with electricity, and will be extended throughout the city and suburbs, covering about 40 miles.

OFFICERS.—Frank H. Buhl, Sharon, Pa.; V. Pres. J. M. Ceballos, New York; Sec. F. S. Culver, New York; Treas. W. H. DeLong, New York.

DIRECTORS.—Frank H. Buhl, Peter L. Kimberly, Sharon, Pa.; J. M. Ceballos, F. S. Culver, W. H. DeLong, New York City; Walter G. Filler, Salt Lake City, Utah; A. Burlingame Johnson, Iloilo, P. I.

Date of information, Mar., 1902. z

ADDENDA.

The following information and corrections have been received too late for publication in the body of AMERICAN STREET RAILWAY INVESTMENTS.

ATLANTA, GA.

Georgia Railway & Electric Co.

FUNDED DEBT.—First mortgage 5 p. c. bonds, $11,000,000; dated Apr. 1, 1902, due 1932; may be retired at 110 after Jan. 1, 1907. Old Colony Trust Co., trustee of mortgage. Of this issue of bonds, $2,500,000 will be used to retire a like amount of the bonds of the Atlanta Ry. & Power Co., and $1,250,000 to retire a like amount of

the bonds of the Atlanta Rapid Transit Co.; $1,250,000 will be held in escrow to retire the same amount of the Georgia Light & Power Co.'s bonds, and $2,500,000 to retire a like amount of the Atlanta Street Ry. Co.'s bonds. The company will set aside $250,000 for improvements, and the remainder is to be issued only as provided for in the mortgage deed.

OFFICERS.—Chairman Board of Directors H. M. Atkinson, Pres. P. S. Arkwright, 1st V. Pres. & Gen. Man. D. A. Belden, 2d V. Pres. & Sec. T. K. Glenn, 3d V. Pres. & Treas. G. W. Brine, 4th V. Pres. & Man. Lighting Dept. J. G. Rossman, Supt. Trans. H. N. Hurt, Asst. Supt. S. E. Simmons, Supt. Maint. of Way, W. H. Glenn.

For additional information, see page 14. x z

HUDSON, N. Y.

Albany & Hudson Railway & Power Co.—The plan of reorganization proposed by the reorganization committee, consisting of Clinton L. Rossiter, Brooklyn, N. Y.; Foster M. Voorhees, Elizabeth, N. J.; and Horace E. Andrews, Cleveland, O.; is as follows:

The existing securities ($2,500,000 each of stock and 5 p. c. bonds, and also of the 5 p. c. notes given for coupons due Sept. 1, 1901) are to be deposited with the Colonial Trust Co., and the following new securities are to be created.

(*a*) New series of bonds aggregating a total authorized amount of $1,800,000 of 4½ p. c. 40-year gold bonds, of which $1,500,000 par value are to be issued for the purposes of this plan, and the remaining $300,000 are to be reserved to provide for future extensions, improvements and betterments under restrictions to be set forth in the mortgage, or in an instrument supplementary to the present first mortgage, in case the present mortgage is to be continued as security for the bonds issued hereunder in lieu of the new outstanding $2,500,000 par value of 5 p. c. 40-year mortgage gold bonds, which are to be canceled and retired.

The new bonds, or the proceeds of their sale at not less than 92 p. c., shall be used as follows:

Additions and betterments, *i. e.*, new gas apparatus and mains in Hudson, new engine at Stuyvesant Falls, additional air-brake equipment, couplers, transformers, and other electrical apparatus; and also to pay accident claims and the expenses of the committee (202 bonds at 92)	$ 185,000
To the depositing bondholders (1,298 bonds at 92)	1,195,000
To be retained by the company for future extensions and betterments	300,000
Bond discount	120,000
Total authorized issue of new bonds	$1,800,000

(*b*) The capital stock, now $2,500,000 par value, all of which is common stock, shall be divided into approximately $1,800,000 of 5 p. c. non cumulative preferred stock, preferred as to dividends and also as to assets in case of dissolution, and $700,000 common stock.

The new preferred stock shall be disposed of as follows:

To take up the unpaid Sept. 1, 1901, coupons with accrued interest thereon, and to take up the Mar. 1, 1902, coupons approximately	$125,000
To deliver to the holders of the promissory notes of the railway company (in payment of the principal and interest thereon)	369.122
To depositing bondholders (in case the new bonds are marketed at 92)	1,305,000
To remain in treasury (in case the new bonds are marketed at 92) approximately	878
[To remain in treasury in case the new bonds are exchanged, approximately $103,878]	
Total preferred stock	$1,800,000

(*c*) The $700,000 new common stock shall be divided pro rata among the holders of the present $2,500,000 of capital stock.

Date of information, Apr., 1902. x

For additional information, see page 126.

LOUISVILLE, KY.

Louisville, Anchorage & Pewee Valley Railway Co.—This road commenced operation in Dec., 1901.

CAPITAL STOCK, $750,000.

Date of information, Jan., 1902. x

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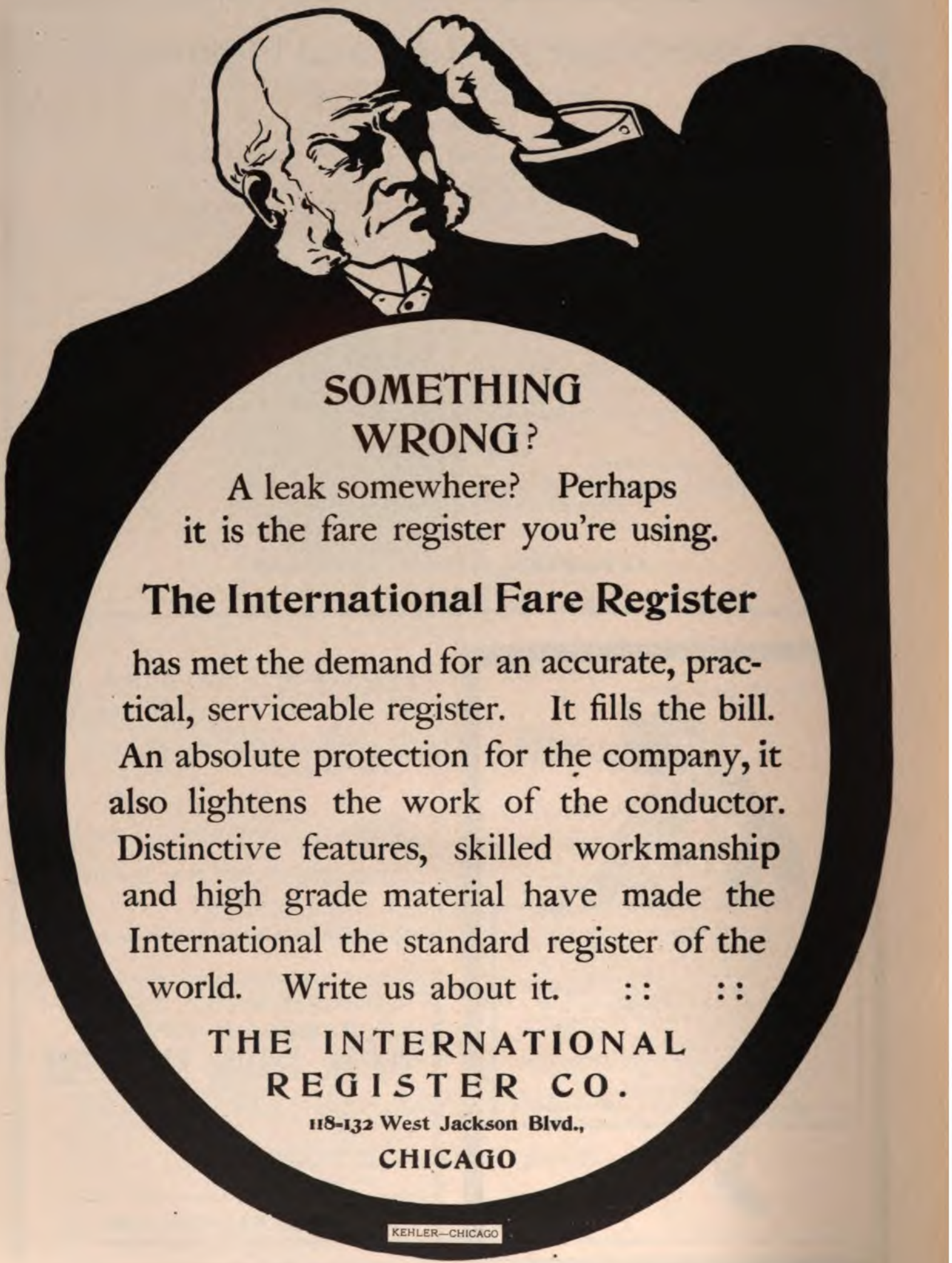
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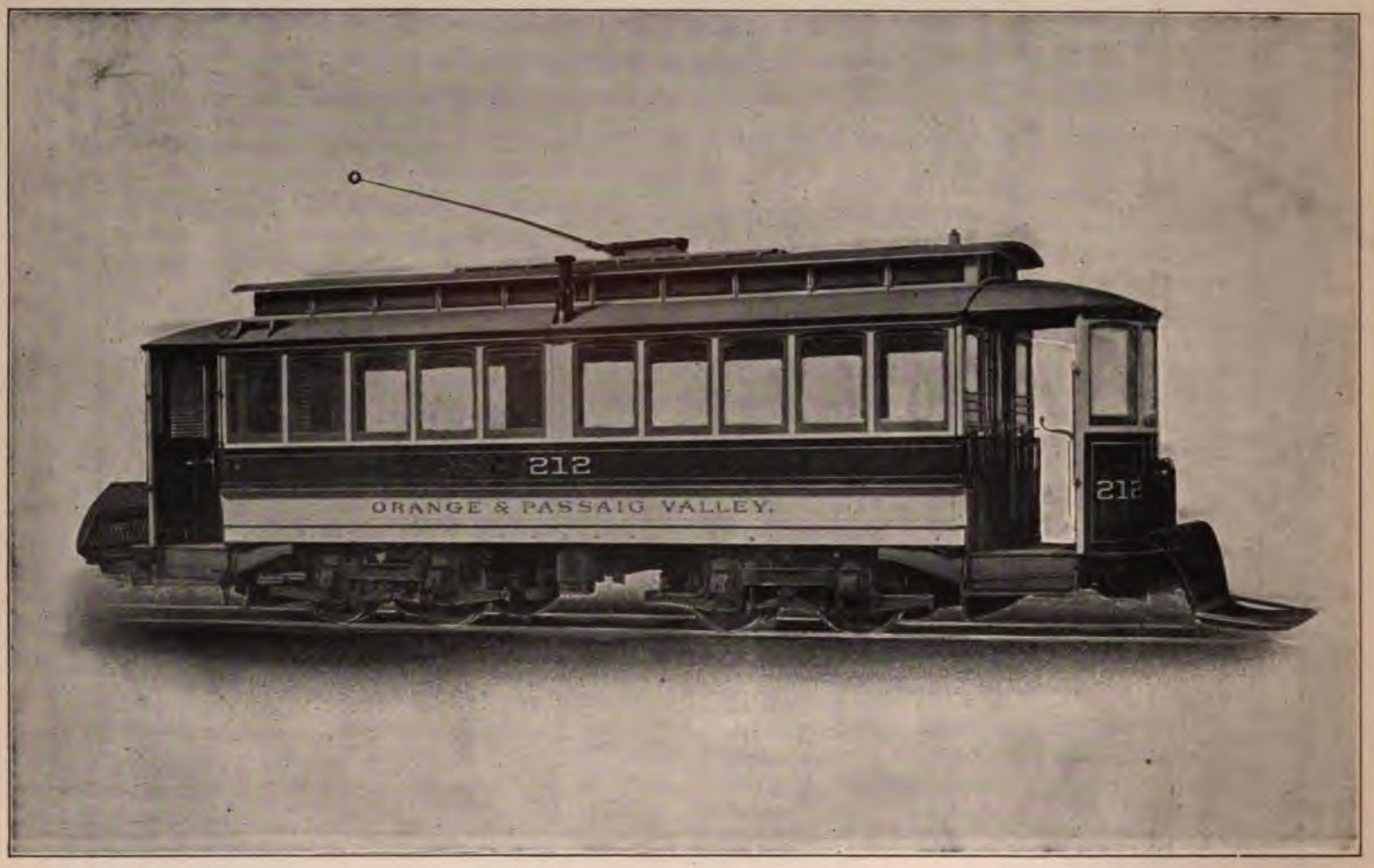

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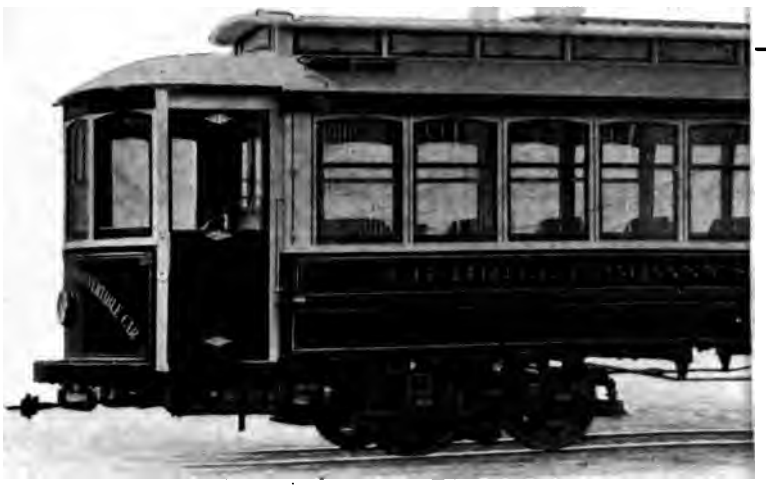

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